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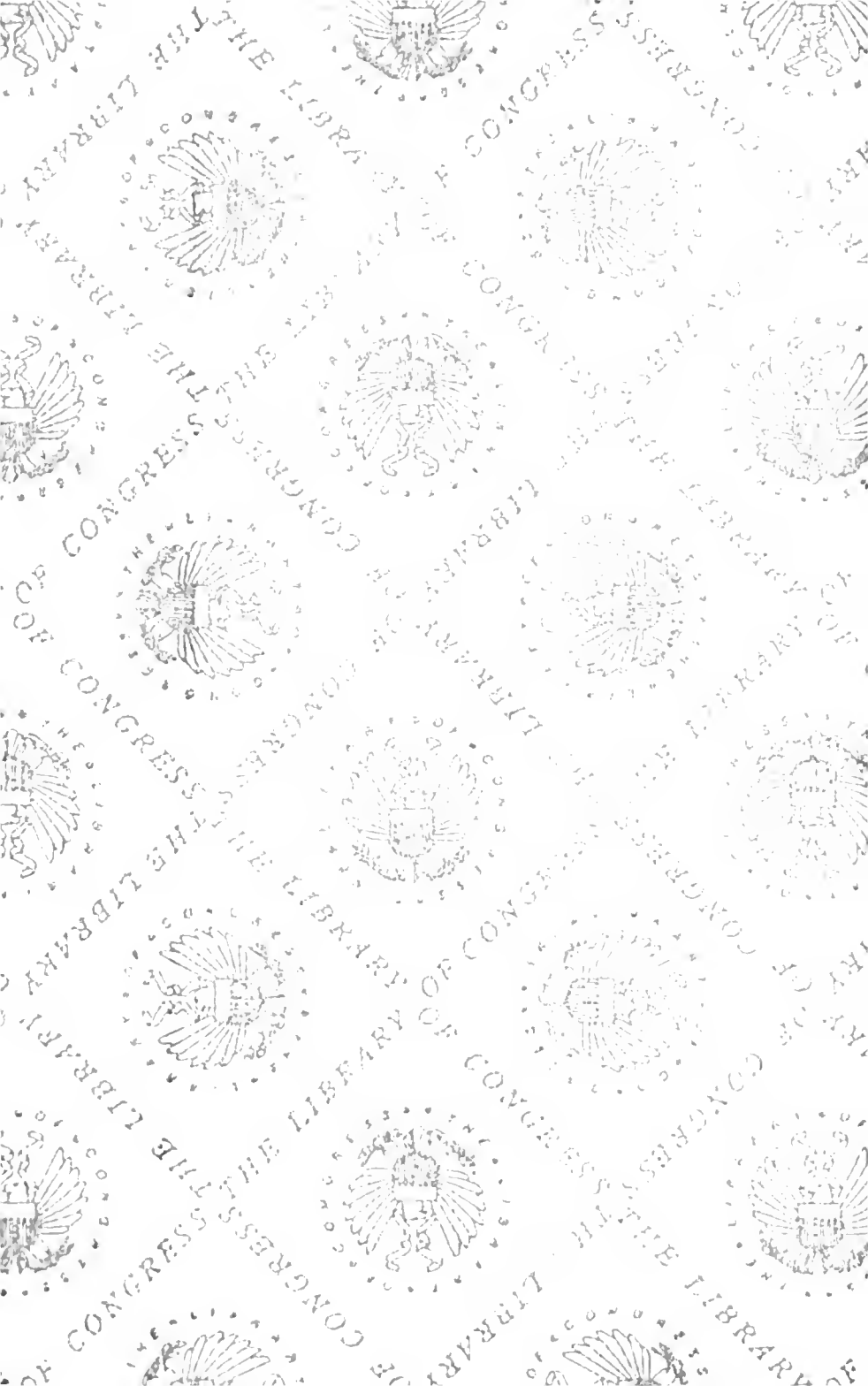
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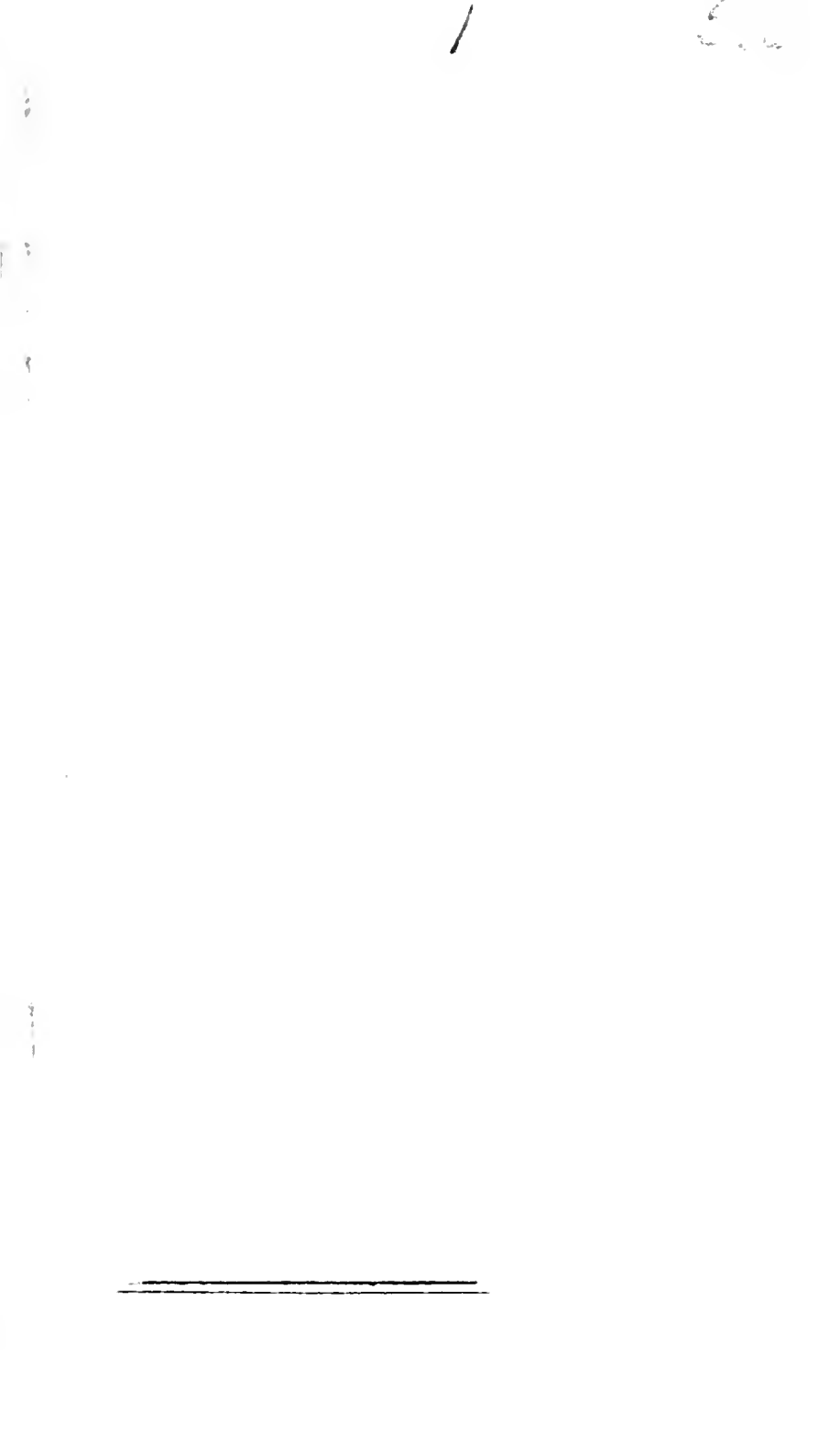
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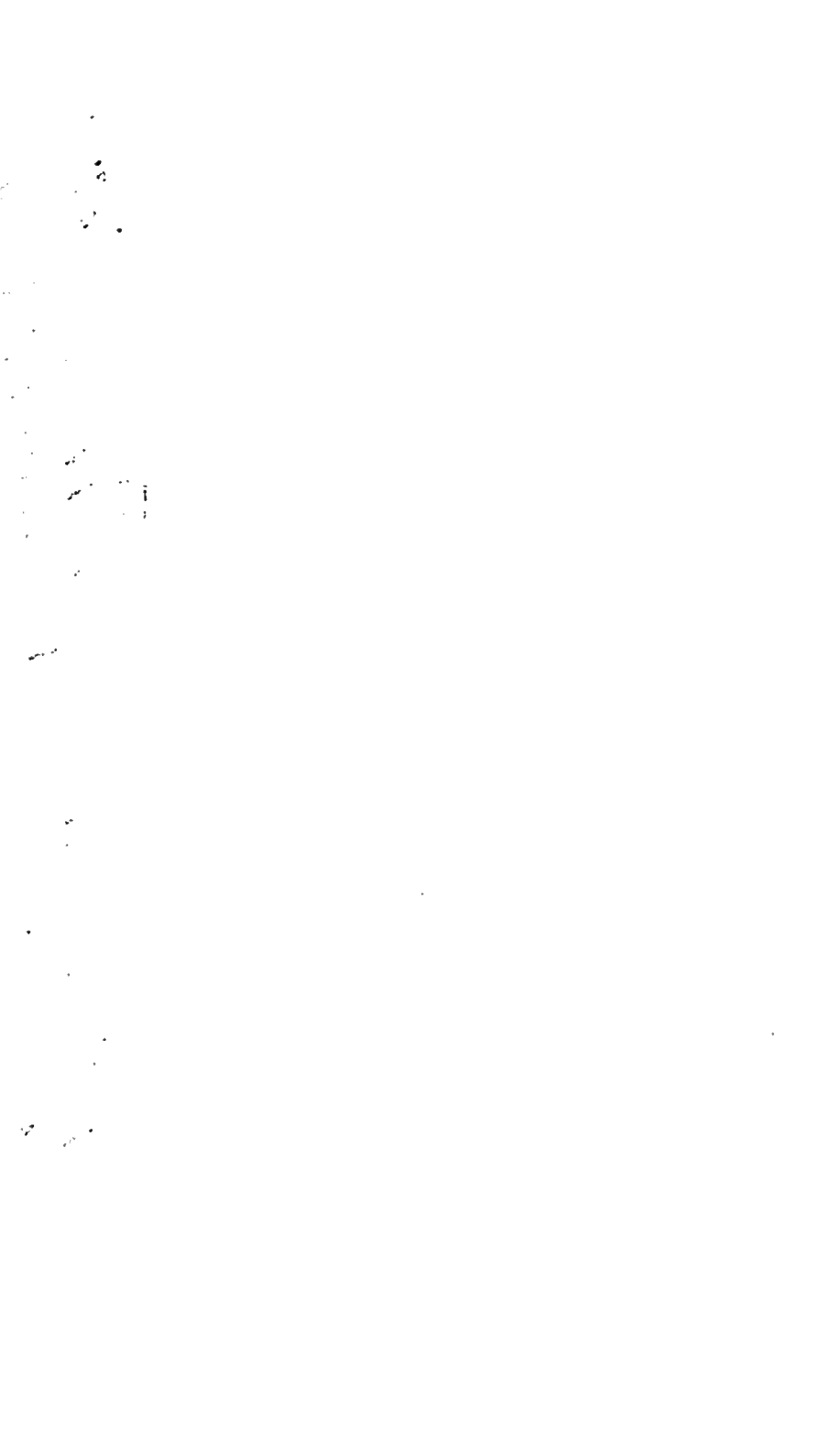
This is a detailed street map of a section of New York City, likely from a historical or specialized edition. The map shows a grid of streets with various labels. Key features include:

- Streets:** Oliver, Hoffman, John, Chase, Bond, Air Road, Madison, Monument, Jefferson, Orleans, Fayette, Holland, Hampstead, Baltimore, Lombard, Pratt, Gough, and others.
- Waterways:** Hudson River, Harlem River, New York Canal.
- Landmarks:** A large black rectangle labeled "HOSPITAL" is located near the center. The "G. McEllery" building is also marked.
- Numbers:** The map is numbered 1 through 7 in various locations, possibly indicating different districts or zones.
- Other Labels:** "BROADWAY" is written vertically, and "CANAL" is written horizontally in several places.

Stranger's Guide

TO

BALTIMORE.



THE
STRANGER'S
Guide to Baltimore,

*Showing the Easiest and Best Mode
of Seeing all the*

PUBLIC BUILDINGS AND PLACES OF NOTE,

*In and around the City, and in the Neighbor-
hood : Together with some*

BRIEF OBSERVATIONS

**On its Trade, Resources, Prosperity, Commer-
cial Advantages, and Future Prospects.**

BY A BALTIMOREAN.

4761

BALTIMORE:
MURPHY & CO., PRINTERS AND PUBLISHERS,
NO. 178 MARKET STREET.

Sold by the Booksellers generally.

1852.

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F188

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Maryland.**

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The City of Baltimore.

HERE are many objects of interest in and around the City of Baltimore, which a stranger will take pleasure in examining, but which he will pass altogether unheeded, unless his attention should be particularly directed to them. In the following pages, we propose to point out some of these, and we shall do so in such a manner, that by following the routes we shall hereafter indicate, he will see the greater part, if not all of the chief objects and places in the shortest possible time, and with the least trouble. We design to be as brief as possible, under the belief that our little work will be much more acceptable than a prolonged description, made up of uninteresting details.

We would here premise, that we have presumed the visiter to go on foot, as that is a much more satisfactory mode of examining a city than by riding about in a carriage or

hackney coach, though doubtless it is more fatiguing. The plan adopted, however, by no means prevents a person from taking a vehicle, and following the courses laid down, or availing himself of the convenience of an omnibus.

The City of Baltimore is situated on an arm of the Patapsco River, about 15 miles from its mouth, which empties into the Chesapeake Bay. Its latitude is $39^{\circ} 17'$ N. and longitude $76^{\circ} 37'$ W. It is 39 miles from Washington, 97 miles from Philadelphia, 184 miles from New York, and 420 miles from Boston. The population in June, 1850, was 141,440 whites, 24,668 free colored people, and 2,946 slaves—total 169,054. In 1840 the population was 102,513, showing an increase in ten years of 66,541.

The arm of the Patapsco on which the city is built, and which forms its harbor, is about three miles long, with a width of from half a mile to two miles. The entrance, at which Fort McHenry is placed, is about half a mile wide. The City is built on very uneven ground, which gives it some advantages over other cities in the cleanliness of its streets.

There are three nominal divisions, viz. the City proper, Old Town, and Fell's Point.

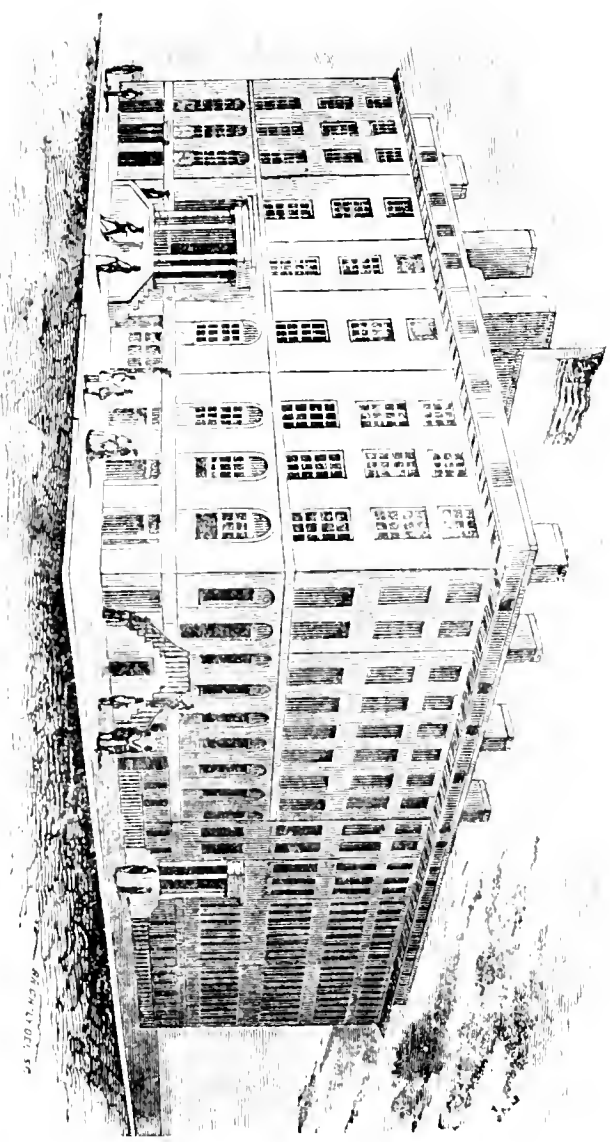
The first includes all that portion of the City lying West of Jones' Falls, a stream of small size, crossing Baltimore street at right angles. Old Town is comprised in that part lying East of Jones' Falls, and extending as far as Harford Run, or Canal street. Fell's Point includes that portion lying East of Harford Run. These distinctions are not recognized by the City Government, and are only mentioned here to enable the stranger to understand what is meant by the terms, if any one should use them in familiar conversation. We may add that, of late years Fell's Point is frequently called East Baltimore.

The principal street is Baltimore street, formerly called Market street, which name is still retained by many persons. This is the chief location for dry goods and fancy stores, and is the principal promenade. Baltimore has long been celebrated for the beauty of its ladies, and if the visiter should happen to traverse this thoroughfare on a fine afternoon after a spell of bad weather, he will be able to decide for himself whether the City is entitled to the reputation she enjoys for female beauty, and whether or not there are more handsome ladies in Baltimore than elsewhere. We would here remark, that he can have no bet-

ter chance of seeing the ladies than on this street. He may visit theatres, concerts, and other places of amusement, but he will have no where such opportunities of seeing them collectively. We would advise him by all means not to omit an afternoon promenade in Baltimore street, if the weather be fine.

It is essential to the stranger in Baltimore, to know that the houses in all the streets which cross Baltimore street, (the latter runs nearly due East and West,) take their numbers from that street, North and South of it. The houses in Baltimore street are numbered from the Bridge, which crosses Jones' Falls. This street, East of the Bridge, is called East Baltimore street, the numbers commencing at the Bridge. *West Baltimore street* is never used except to designate a location West of Howard street, or West of the Eutaw House.

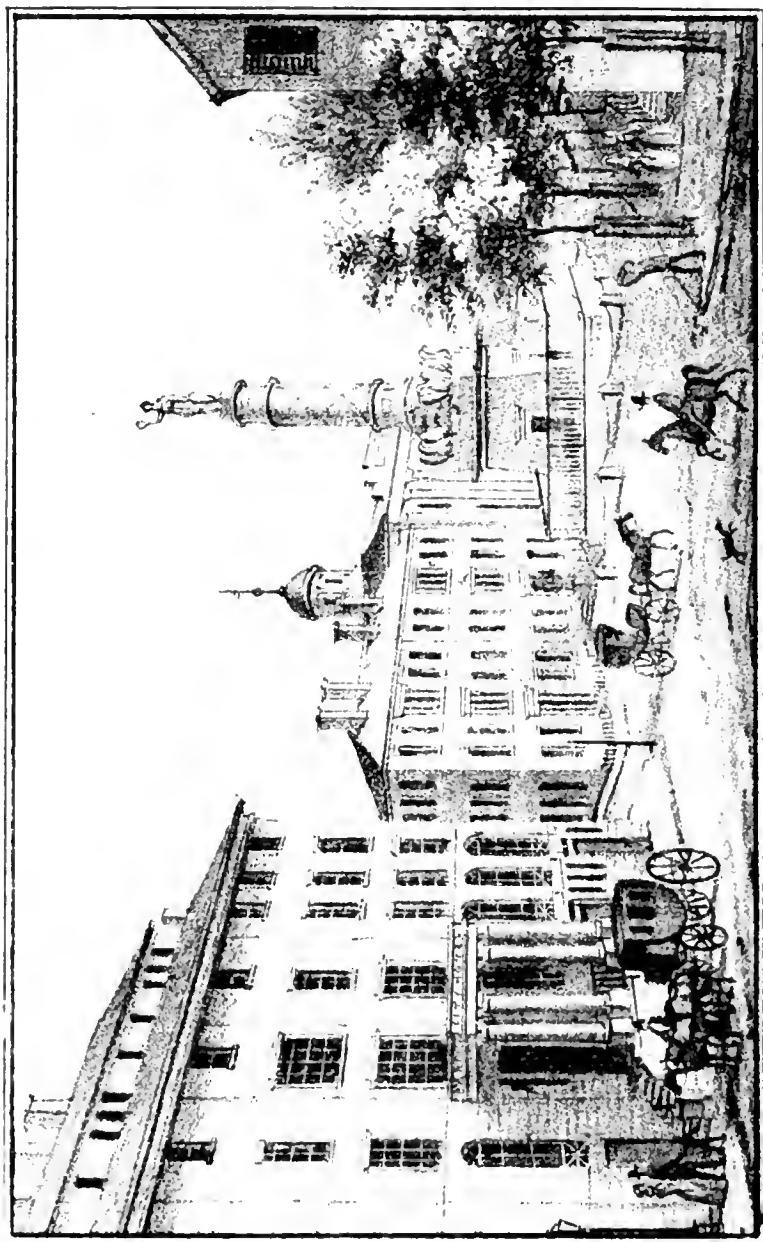
As it is necessary for the stranger to start from some point, we propose to commence our peregrinations from the City Hotel—better known, perhaps, as Barnum's—because this location is near the centre of the City, which, by common consent, is placed at the intersection of Baltimore and Calvert streets, on the plats of the City.



BARNUM'S HOTEL.

W. C. H. & CO. N. Y.





BATTLE MONUMENT — MONUMENT SQUARE.

Walk No. 1.

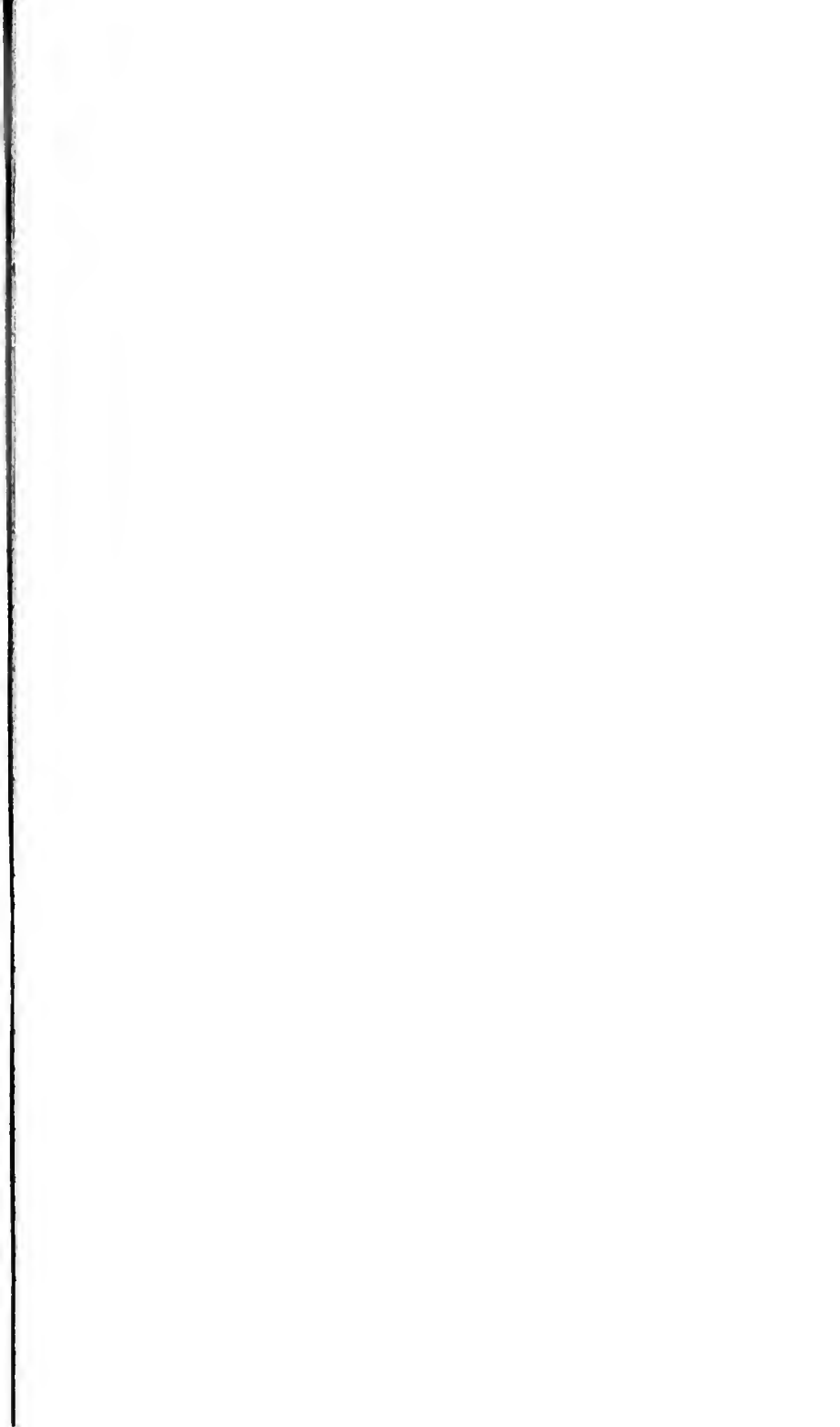


BTARTING from the City Hotel, the stranger should proceed along North Calvert street, and the first object that will arrest his attention will be the Baltimore Monument, sometimes called the Battle Monument. This structure is built of white marble, and consists of a square base or socle, on which rests a pedestal, ornamented on each corner with a sculptured griffin. From the centre rises a facial column, on the bands of which are placed the names of those who fell in defence of the City, when it was attacked by the British forces under General Ross, on the 12th and 13th September, 1814. The column is surmounted with a graceful statue, $7\frac{1}{2}$ feet high, representing the Genius of Baltimore, holding in her right hand a laurel crown, her left hand resting on an antique helm or rudder, emblematic of commerce. The Monument is 45 feet high, and $52\frac{1}{2}$ feet to the top of the figure. The latter was the work of an Italian artist, named Capellano.

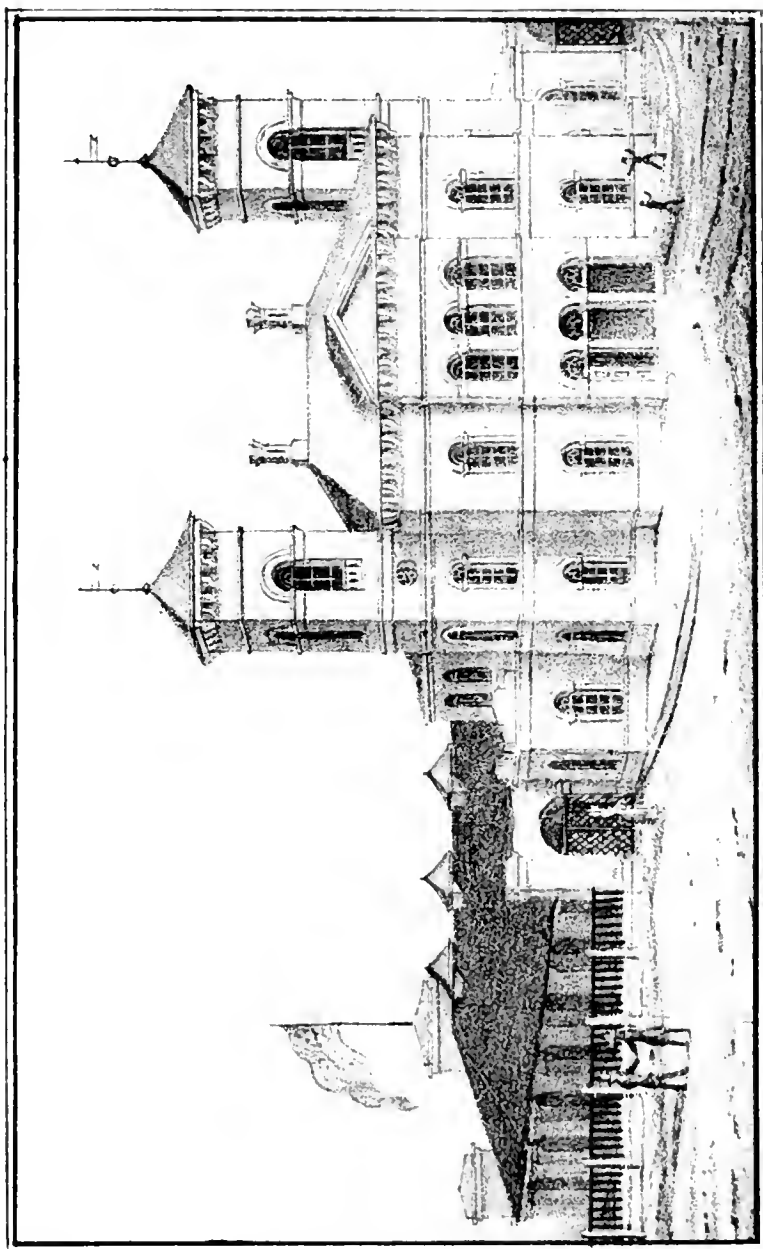
The Court House stands on the side of the large Square, (called Monument Square ;) and West of it, on Lexington street, stands a fire-proof granite building, containing the Records of the City and County, the office of the Register of Wills, &c. In the neighborhood of the Court House are the offices of nearly all the Lawyers of the City.

Proceeding along Calvert street to the North, the next object of interest to be seen is the City Spring, which is enclosed by an iron railing, and surrounded with umbrageous elm trees. The Spring is public property, and of course open to all who may choose to taste of its water. Behind the Spring, in a niche in the keeper's house, is a small Monument, erected to the memory of Colonel George Armistead, in honor of his gallant defence of Fort McHenry, during the bombardment by the British Fleet in 1814.

One square east of this are the new Gas Works, at the time we write, in course of erection by the Gas Light Company of Baltimore. The large building on Holliday street contains the immense gasometer, or receptacle for the gas after it is purified. The tall round chimney which towers above all, is constructed to carry up the smoke from under



CALVERT STATION



the retorts, which is conveyed to it by means of pipes, mostly under ground, the draft of the chimney being strong enough to draw the smoke from any distance.

Passing still further along North Calvert street, the attention of the visiter will be attracted to the elegant Depot of the Baltimore and Susquehanna Rail Road Company. This structure is worth attention, from its large size and elegant proportions. The gentlemen having charge of it, politely permit strangers to examine it at any time. The main structure for the reception of the cars, is 315 feet long and 120 wide, supported by 42 granite columns, and roofed with sheet iron. It cost about \$45,000.

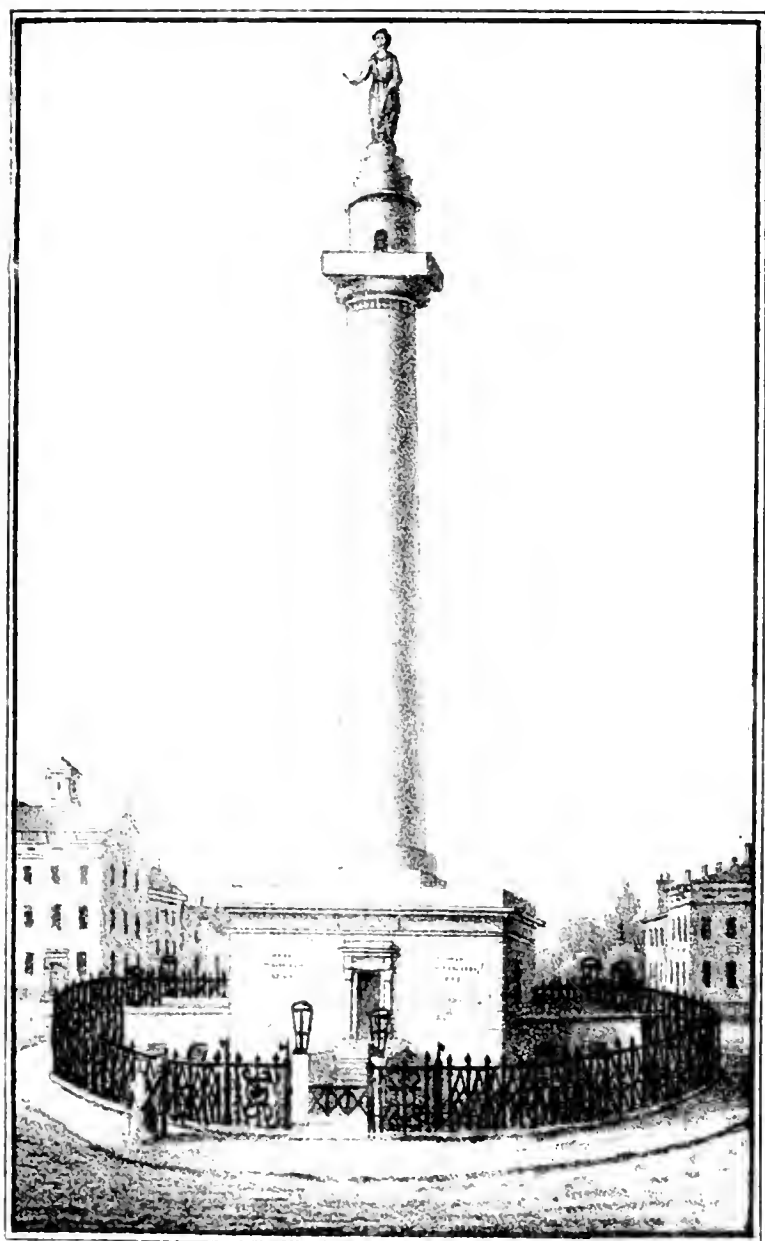
Leaving "Calvert Station," just mentioned, the stranger should now turn his face Westward, passing directly up Franklin street, on which the Station fronts. Here he will soon find himself in the most fashionable part of the City. It will be necessary for him to perambulate various streets, in order to see the elegant dwellings which compose this section. After surmounting the hill which he encountered on leaving Calvert Station, he will see the Roman Catholic Cathedral on the left hand. If he choose, he may apply to

the Sexton for admission, and examine the magnificent proportions of this noble edifice, and also the beautiful paintings which adorn it. This building is entirely of granite, built in the form of a cross. It is 190 feet long, and 177 feet broad at the arms of the cross. The beautiful dome which surmounts it is 69 feet in diameter, and is 95 feet in height from the floor to the centre of the arch, and 127 feet to the top of the cross. The organ in this church is the largest in the United States, having 36 stops, and 6,000 pipes. Deceased Archbishops and several other persons are buried in the vaults beneath the church.

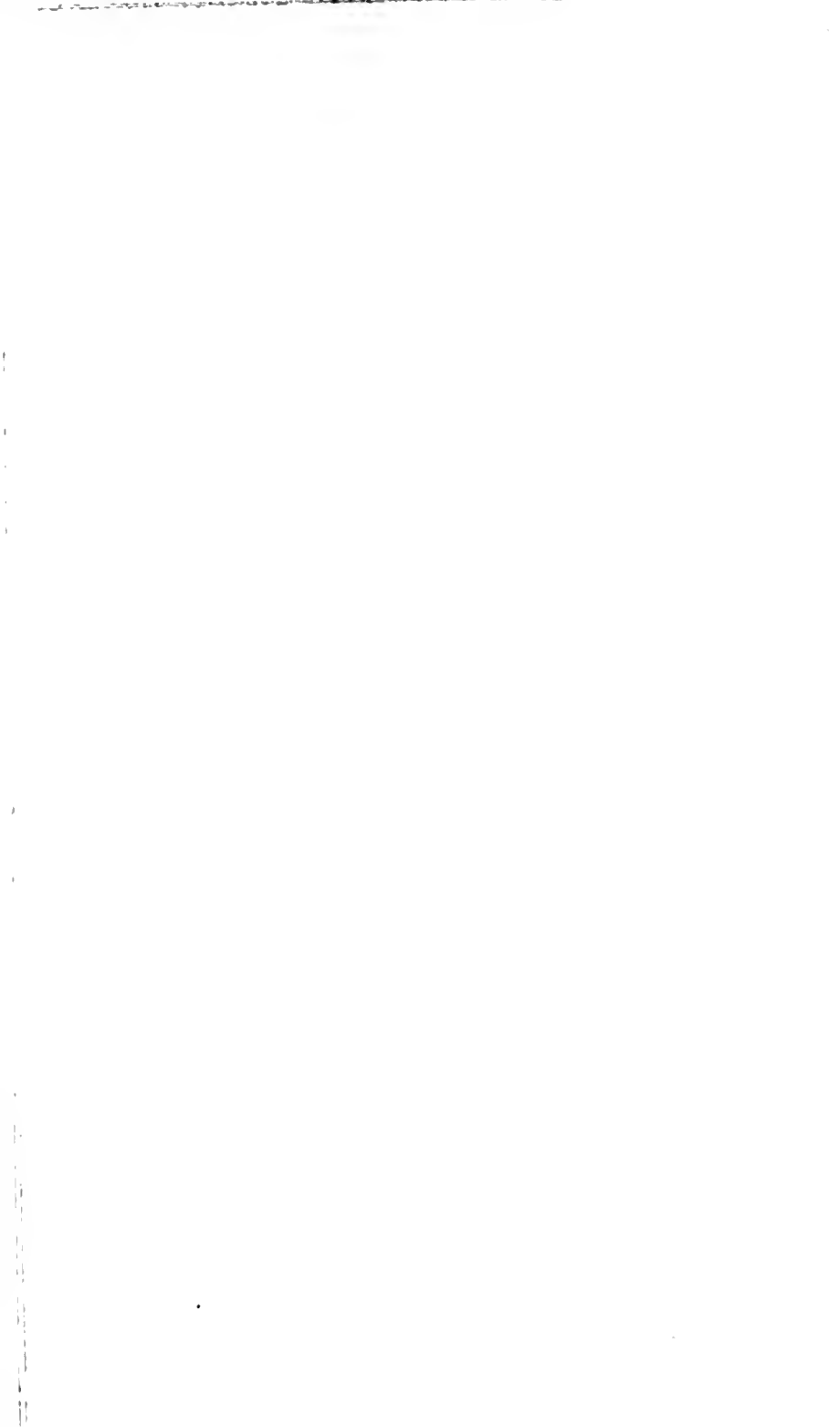
The Unitarian Church, a very elegant structure, and the Franklin street Presbyterian Church, a beautiful Gothic edifice, are situated near the Cathedral, on Franklin street. The Visitation Convent, a Catholic institution, is near by on Park street. It is a large brick building, very plain in its exterior, in which a large school for girls is kept by the Nuns.

WASHINGTON MONUMENT.

HAVING examined this neighborhood, the visiter should next proceed to the Washing-



WASHINGTON MONUMENT



ton Monument, a beautiful structure, of which the City is deservedly proud. This Monument is on an eminence 100 feet above tide. The base of the Monument is 50 feet square, and 20 feet high. The height of the column is $176\frac{1}{2}$ feet. It is surmounted by a very graceful colossal figure of the "Father of his Country," 16 feet high, representing the crowning act of his life—the resignation of his commission as commander-in-chief of the army and navy of the United States, at Annapolis, the capital of Maryland, on the 17th of December, 1783. The Monument is built entirely of white marble, and has a circular flight of 228 steps, in the interior, to the balcony, from which a beautiful view is obtained of a large portion of the City, the harbor, river, and surrounding country. The stranger will not regret the fatigue it costs him to reach the summit. There is no danger of falling from the top, as the marble protection piece is about four feet high. An English tourist in America states that persons have been known to commit suicide, by precipitating themselves from the top of this column. We believe that the often quoted and never disputed authority of the "oldest inhabitant,"

can be produced to show that no such folly has ever been committed.

After descending from the Monument, the ascent of which is very apt to cause much fatigue, especially in the knees, the visiter will not feel much inclination to extend his walk further. There are many elegant and costly private residences in the neighborhood of the Monument, which are well worth an examination. Any one he meets will readily direct him towards Madison street, where he will find many private residences worthy of note. The situation is high and healthy, and the neighborhood rapidly improving. If his walk be extended out Madison street as far as now built up, he will observe a large and rather showy edifice called Mount Hope Hospital, a commodious establishment under the care of the Sisters of Charity, mainly for the reception of insane persons, and where many have been very successfully treated. There are also some beautiful private country seats within the range of his vision. He may then return by Madison or any of the parallel streets, and pass along Howard or Eutaw street to Baltimore street, and thence down to Calvert street.

Walk No. 2.

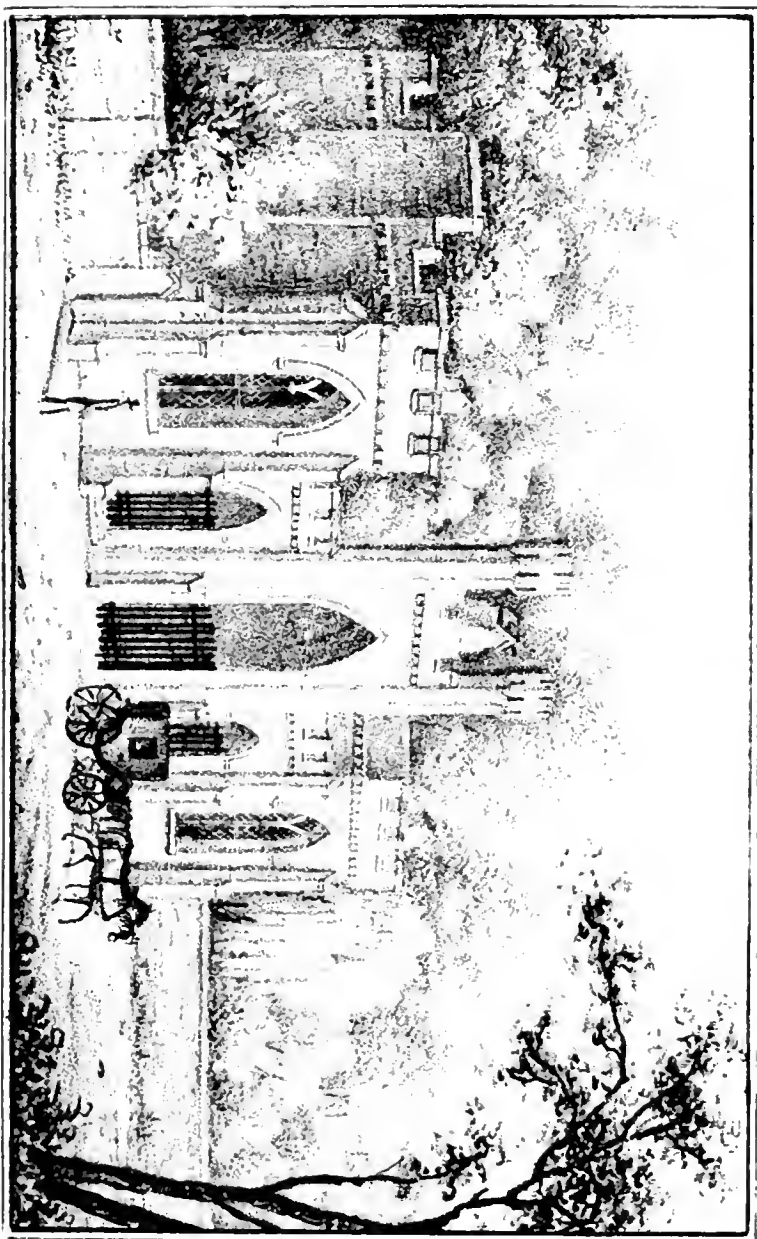
IS there is generally a strong desire to examine Green Mount Cemetery, we will next direct the visiter's steps to that beautiful and romantic spot for the repose of the dead. It is proper to premise, that unless the visiter is accompanied by a lot-owner, it will be necessary for him to procure a ticket of admission, which he can readily do by applying to any of the clerks or book-keepers of his hotel. The nearest and best route will be to pass along Calvert street to the North, two squares beyond the Calvert Station of the Baltimore and Susquehanna Rail Road, when he will find himself directly before "Belvidere," the beautiful residence of the late Col. John Eager Howard, now owned by John S. McKim, Esq. There is a strong probability that this beautiful spot (Belvidere) will, at no distant day, be purchased by the City Authorities and converted into a Public Walk, for which it is well adapted, and for which purpose alone the present owner would

be willing to dispose of it. Turning to the East, or right hand side, he will reach the next street, which is called North or Belvidere street, along which he will pass Northward, and he will soon cross Belvidere Bridge, when the gate-way of Green Mount Cemetery will be before him. While on the bridge he may have a pretty view of a small part of the valley of Jones' Falls, on the right hand of which he will see one of the reservoirs of the Baltimore Water Company, enclosed by a circular paling.

GREEN MOUNT CEMETERY.

IN the year 1837, a number of spirited gentlemen of Baltimore purchased the large and beautiful country seat of the late Robert Oliver, with the design of converting it into a Public Cemetery. They immediately obtained an act of incorporation from the Legislature of Maryland, and set apart the most eligible portion of the grounds for the above purpose. It was accordingly laid out in burial lots, generally 16 by 20 feet, or 320 square feet each. The Cemetery was then surrounded with a strong stone wall $8\frac{1}{2}$ feet high, from the surface of the ground, with a foundation 18 inches

ENTRANCE TO GREEN MOUNT CEMETERY.





deep, strengthened with buttresses every 25 feet. They also erected at the entrance the beautiful stone gate-way, having a front of 80 feet, with towers 40 feet high; and the public Mausoleum, built in the Egyptian order of architecture. This latter is 28 by 22 feet. The height from the ground is 18 feet, and the floor five feet below the surface. It is calculated to hold 80 bodies, and is used for the temporary reception of deceased persons, preparatory to completing arrangements for interring them permanently.

The whole cost of the grounds was \$65,750. The cost of the stone wall \$27,000; the cost of the stone gate-way \$10,500; the cost of the stone mausoleum \$3,400. Extensive improvements have been constantly made ever since, of which we have no data.

The whole number of lots into which the Cemetery can be divided, is about 5,000, exclusive of avenues. In the portion of the grounds now laid off, the number of lots sold, to the 1st January, 1851, was 1,780.

By the act of incorporation it is stipulated that the proceeds of the sales of the lots are to be devoted to the payment of the original purchase money and the interest thereon, and the expenses of the improvement and enclo-

sure of the cemetery, salaries, &c. The purchasers are then to assign their interest to the lot-holders. When the property comes into the possession of the lot-holders, the sum of \$40,000 is to be reserved from the sales of lots, and invested as a permanent fund for the preservation, safe-keeping and repair of the Cemetery, and after this all further proceeds of sales of lots are to be devoted to several charitable objects specified by law. Nearly the whole of the purchase money, with interest, has been repaid to the gentlemen who originated the undertaking, and the transfer will no doubt soon be made to the lot-holders, who will then be able to conduct the affairs of the Cemetery more to their satisfaction—the powers of the parties in whom the title now rests being limited.

The first interment was on the 7th of December, 1839—that of a child of an eminent physician of Baltimore.

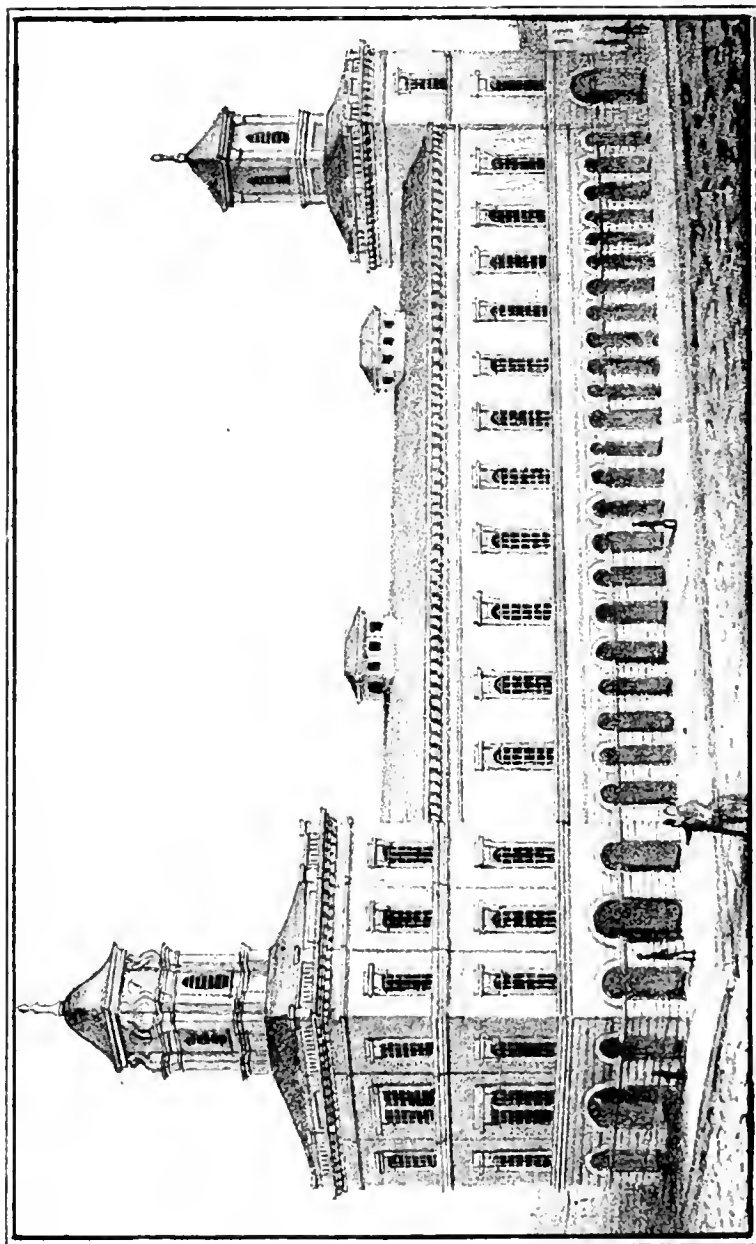
The lots are enclosed at the expense of the individuals owning them, the iron railing costing from \$2 to \$5 per foot, or from \$150 to \$350 for each lot. Double lots cost less in proportion, as no division railing is necessary. Vaults, of granite, cost from \$300 to \$1,500, according to the size, style and finish.

It is impossible to give any explicit directions for examining the Cemetery, as the avenues and walks are serpentine. Perhaps the best mode will be to ascend the hill immediately after entering the gate-way, and then take the path on the left, leading towards the turnpike road. Then passing along this path, to return by the next path directly towards the starting point. Then taking the next path, he will proceed towards the public Mausoleum, beyond which he may go some distance. He may then return by the Oliver Walk, on each side of which are large elm trees. On the eastern side of the Cemetery, near the wall, are single graves, where strangers and others are buried. Passing behind the mansion house, and descending the hill, the road passes a fine spring, near which is the fish pond, and thence leads to the gate-way.

After leaving the Cemetery, instead of returning by the Belvidere Bridge, the walk homeward will be diversified by going into the City by the turnpike road. When the visiter has reached the Bel Air market house, any one will designate North Gay street. Having passed along this busy thoroughfare to the Bridge which crosses Jones' Falls, he will soon see the German Lutheran Church,

and near it on the same side the Odd Fellows' Hall. On the opposite side is Temperance Hall. At the corner of the next street is Christ Church, with a steeple in which is a chime of six fine toned bells. He may turn up Fayette street to the City Hotel, which is directly in front of him, or he may proceed to Baltimore street, a square further on, and thence to the hotel.

We omitted to mention in the proper place that the visiter, as he approaches Belvidere Bridge, will see on the right bank of Jones' Falls a large gloomy looking building, the windows of which are protected by heavy iron bars. This building is the Jail of Baltimore City and County. It is surrounded by a very high wall. Further to the east is another large enclosure, containing the buildings of the Maryland State Penitentiary. The latter institution is managed with much care, in order to produce, if possible, a reformation in the morals of those who may be confined therein. Respectable visitors are admitted to examine the interior on the payment of a small fee.



MECHANICS INSTITUTE.

Walk No. 3.

AS many persons residing in the interior of the country manifest much curiosity to see the Shipping, we propose now to lead the visiter to Fell's Point, where the largest vessels discharge their cargoes, the water in the basin, or upper part of the harbor, not being deep enough to accommodate them. Starting from the City Hotel, he should proceed to Baltimore street, and pass down that street to the eastward.

Before he reaches Baltimore street bridge, the large newly erected building of the Mechanics' Institute will, by its great extent and the neatness of its proportions, arrest his attention. This imposing edifice was erected by the members of the "Maryland Institute for the Promotion of the Mechanic Arts," partly by joint stock subscription, and partly by an appropriation of \$15,000 made by the City for the erection of that portion occupied as a public market. The building is 355 feet

long, by 60 feet wide. The three story edifice fronting on Baltimore street, contains the Library, Committee Rooms, Offices, &c. The main Hall, which is to be devoted to the Annual Exhibitions of American Industry, held under the auspices of the Institute, is 260 feet long, by 60 feet wide. It is the largest building ever erected in this country for the advancement of the Mechanic Arts. The main Hall, it is estimated, will hold *six thousand persons*, but we cannot vouch for its capacity, as, at the time this was written, the building was not entirely finished. In the elevated portion of the building at the south end, it is designed to place the steam engine for propelling the machinery during the exhibition. The whole cost of the building will be about \$60,000, and it will no doubt prove a profitable investment. The Exhibition of the Institute in 1850 was attended by about 40,000 persons from all parts of the country.

If the visiter happen to take this walk on Wednesday or Saturday morning, he may enter the Centre Market, and examine for himself the quality and prices of the various edibles,—fish, flesh and fowl,—which are there exposed for sale. In going along he should not neglect the Fish Market, which he

may inquire for when he gets to the end of the first market house. Returning to Baltimore street, he should direct his course eastward to the Bridge. Looking up the stream from the Bridge, he will see the Catholic Church of St. Vincent de Paul, adjoining which is a Catholic Orphan Asylum for boys, under the charge of the Brothers of the Christian Schools—an order of young men who practice great self-denial and devotion to the care of youth. In the Asylum there are about fifty orphans, and about five hundred boys attend the Free School attached. Further up the street is the Front street Theatre, a large building, surmounted with a cupola, in which Jenny Lind gave her first concerts in Baltimore. Crossing the Bridge, the next object that will strike his attention is

THE MERCHANTS' SHOT TOWER.

THIS structure is well worth examination. It is built entirely of bricks, and is 246 feet high from the surface of the ground. At the base its outer diameter is 40 feet 6 inches, and at the top 20 feet. The wall at the surface of the ground is 4 feet 6 inches thick, and it gradually diminishes to 18 inches at the top. The foundation wall is 10 feet deep and 5 feet

thick. It was built from the inside, that is, without outside scaffolding, and contains about 1,100,000 bricks. The visiter will be permitted to ascend to the top, unless the operations of the workmen render it dangerous. The ascent is made by wooden steps winding spirally around the inside, and the interior is lighted by windows. From the top a beautiful view is obtained. The shot manufactured here have a high reputation. The metal is melted at various distances from the ground, and consists of lead, combined with arsenic and other metals, which give it the quality of forming readily into globules after it is poured into copper pans, in the bottom of which holes of the requisite size have been drilled. The largest shot are dropped from the highest platforms. They are received into a cistern of water, which breaks the fall and cools them.

The various processes for finishing the shot are seen on the ground floor. There are also manufactured here mould shot and balls, bar lead, &c.

The stranger who stands at the base of this lofty structure—the highest, we believe, in the United States—will be struck with its great elevation, and at the same time cannot with-

hold his admiration at the regularity of its masonry. Even in the hottest weather there is always a strong breeze at the top, and in high winds the visiter feels but little inclination to remain at the summit, both on account of the violence of the current of air, and the rocking motion which he feels, or seems to feel, while there. It will scarcely be believed that so rigid a material as bricks cemented together with lime mortar, could *bend* without separating in some part. Yet accurate observers declare that during a strong wind, the sway or deflection of the top of the structure is not less than six *inches* from the perpendicular. The vane on the top of the flag-staff weighs about fifty pounds, and was some years ago *blown* off by the wind, and fortunately fell in the yard of a neighboring house. On one occasion the lightning-rod on the outside became detached near the centre, and a man was found hardy enough to suffer himself to be lowered by a rope from the top, in order to replace it. On another occasion, a sailor climbed up the large flag-staff, and brought down the vane in his arms. When the visiter is on the top of the tower, let him consider what inducement would tempt him to perform either of these feats!

The corner-stone of this Tower was laid by Charles Carroll of Carrollton, on the 2d of June, 1828. It was built in less than six months.

Having left the Shot Tower, the visiter will again proceed to Baltimore street, and turn his steps eastward. Having passed along some distance, he will see at the corner of Lloyd street a new Gothic structure, built for the Second Presbyterian Congregation. On Lloyd street, opposite the above edifice, is the Lloyd street Jewish Synagogue, which is open for public worship on Saturday morning from 9 to 11 o'clock. Respectable persons entering the Synagogue are politely treated. On Baltimore street, nearly opposite Lloyd street, is the beautiful residence of Col. Chesnut, which will not fail to call forth admiration. A few steps further on is McKim's Free School, an institution under the charge of the Society of Friends. This neat and beautifully proportioned edifice was built by the late Hon. Isaac McKim. It is constructed of free-stone and granite.

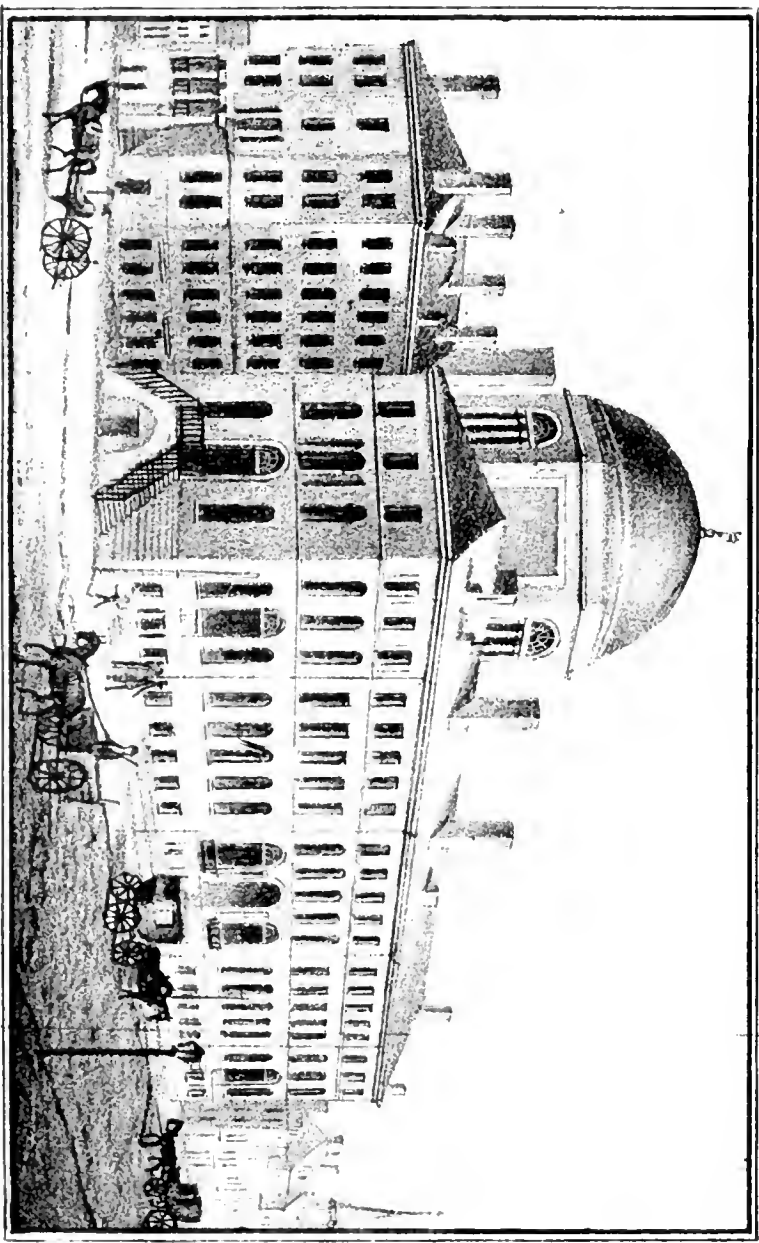
Canal street will next attract attention, not for what it is, but for what it soon will be. In the centre of this wide avenue is a tunnel of arched granite, through which a small

stream, called Harford Run, finds its way to the River.

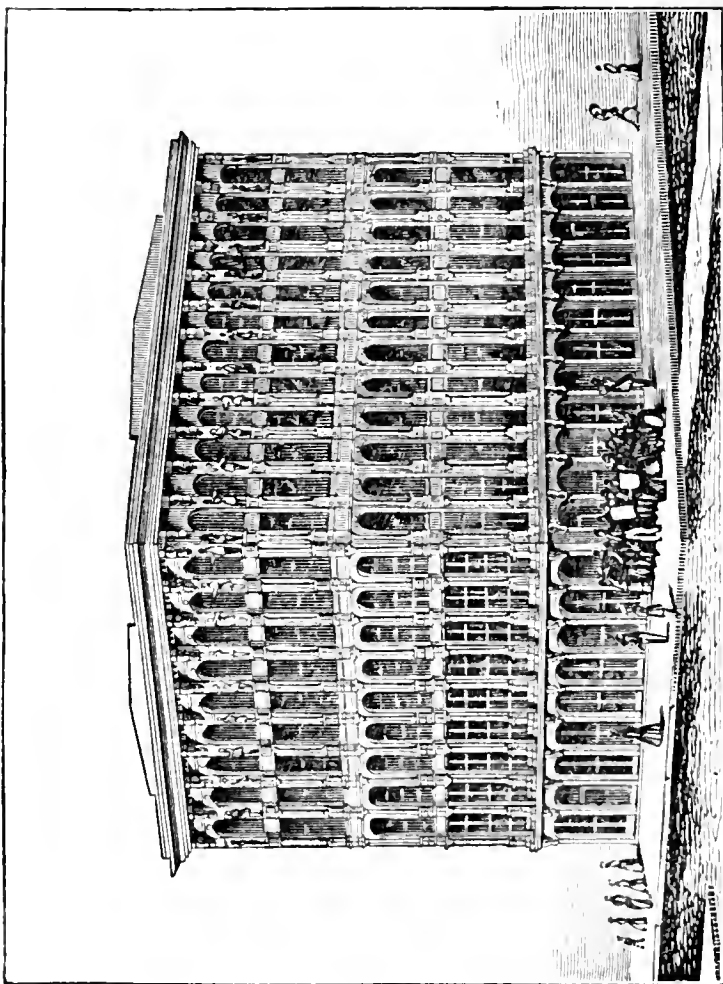
Passing along to the eastward as far as Broadway, which is a remarkably wide street, the visiter will turn into that avenue and proceed southward towards the shipping, the tall masts of which are plainly seen. In passing down Broadway, a new and handsome Methodist church will present itself on the left. Further on, a Presbyterian church on the right; and still further on, on the left, St. Patrick's Catholic Church, attached to which is the flourishing free school of the Brothers of St. Patrick—a band of young men who have devoted themselves to the service of God and their fellow-men, leading a pure life of celibacy, piety and devotion. After passing the Fell's Point Market House, the proper course to the largest vessels is to turn to the left, and as the visiter passes along he may enter any large gate-way which leads to the wharves where the vessels lie. He can satisfy his curiosity by an examination of the various ships, on board of any of which he will be permitted to go, provided the operation of painting is not going on. Several ship-yards where vessels of the largest class are con-

structed are in this vicinity, and will be pointed out by any person passing along.

Presuming by this time that he will be willing to turn his face homewards, the visiter should pass along Thames street, and he may return through Broadway, or pass along to Bond street, which runs parallel with Broadway, until he comes to Pratt street. Passing along Pratt street he will soon come upon the handsome enclosure of the Eastern Fountain, of the pure water of which he may partake if he wishes. Continuing along Pratt street to Gay street, he should turn into the latter, when he will soon see before him the Baltimore Exchange. In the south end of this building is the Custom House; in the centre, on Gay street, is the Rotunda of the Exchange, where the Merchants assemble at one o'clock every day. The Exchange Reading Rooms open into the Rotunda. At the north end of the building is the Merchants' Bank; and fronting on Exchange Place is the building erected for the Exchange Hotel, but which is not now used as a hotel. The whole of this property, except the Custom House and Merchants' Bank, has lately been purchased by a company of enterprising gentlemen, who will make such changes in its arrangements as will



EXCHANGE BUILDINGS.



SUN BUILDING.

render it more profitable than it has ever been heretofore. The original cost of the Exchange property was about \$600,000.*

At the corner of Gay and Lombard street is a large brick building belonging to the United States, called the Public Store. This building is arched throughout and entirely fire proof, the window frames, doors, &c. being all of iron. Passing through Exchange Place, the visiter may turn up the next street, which is South street, to Baltimore street, and he will find himself in the immediate neighborhood of all the principal newspaper offices in the city. He is now within a square of the City Hotel.

At the south-east corner of South and Baltimore street, the stranger may feel an interest in examining the large edifice erected by the proprietors of the Sun newspaper, to be occupied in part for their printing and publication office. The cellar of this building is 17 feet deep from the brick pavement. It is supported on granite pillars reaching to the first floor, with an area three feet wide, to be covered with perforated iron. Vaults are con-

* Since the foregoing was written, arrangements have been made for the removal of the *Baltimore Post Office* to this building. The entrance is on Gay street.


structed on both fronts, extending one-third under the streets, which are lighted by thick glazed coverings in the pavements, and the whole are ventilated through the cast iron awning pillars. The curb stones and gutters are cut from large pieces of granite, to prevent the water from oozing into the vaults below. The entire fronts on both streets are of cast iron, from the pavement to the cornice of the roof. The floors throughout are supported on iron pillars, connected with cast iron girders. It is the first iron house built in Baltimore, and is a beautiful and very imposing building.

On the corner opposite this is the office of the Baltimore Patriot; and a few doors higher up is the building occupied by the American, which is the oldest newspaper in the State, having been established in 1799, and been in possession of the present owners since the year 1810. The front of this building, which is greatly admired, is in the Elizabethan style of architecture. In the third story is the hall of the Maryland State Agricultural Society. A door or two further west is the office of the Baltimore Clipper. The Daily Argus is published at the corner of Gay and Baltimore street.

Carroll Hall is a large and costly building, erected by private enterprise, at the south-east corner of Baltimore and Calvert street. It contains a fine exhibition room. Diagonally opposite is the Baltimore Museum, in which a minor theatre is carried on.



Walk No. 4.

E now propose a walk, which, if the weather be suitable, and the ground not too wet, will give the visiter the best view of the city that can be obtained from any one point.

Passing up Baltimore street, he should turn into South Charles street, and after proceeding along some squares, he will arrive at the Charles street City Spring, situated in a lot planted with trees. A square further on the State Tobacco Warehouses will attract his attention, not by the beauty of their architecture, but by their immense size. There are three of these large buildings in this neighborhood and two in another part of the city, which he will afterwards see from Federal Hill. All the leaf tobacco brought to the city is taken to the State warehouses, where samples are drawn by the proper officers, the hogsheads repacked and stored. The sales are effected by the sample, the purchaser rarely ever seeing the original package. When a

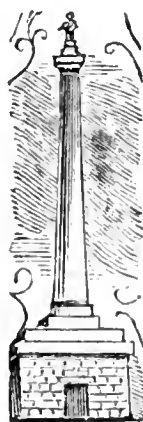
sale is made, the samples and the inspector's receipts are handed to the purchaser, and he can demand his tobacco at any time.

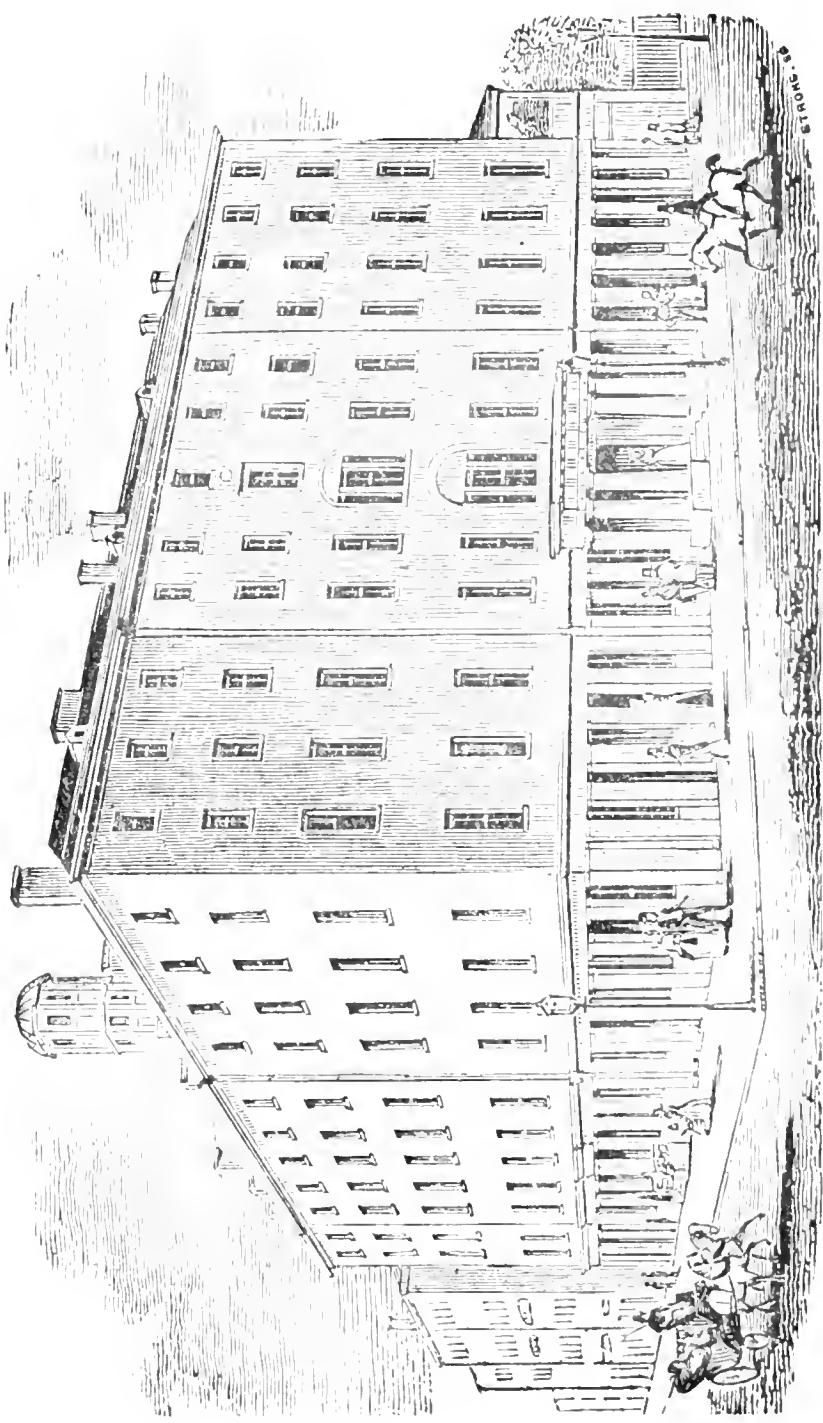
Keeping still a southerly course, he will soon find himself on Federal Hill—an eminence overlooking a portion of the city and harbor. The best view is obtained from the verge of the hill near the Marine Observatory, towards which he will direct his steps. He may then, by taking a somewhat circuitous course, walk to Locust Point, which is designed to be the Depot for the Cumberland Coal, brought down on the Baltimore and Ohio rail road, and intended for shipping. The depot here has been so recently established that the improvements are only just begun.

Leaving this, further down the peninsula he will see the United States flag floating over Fort McHenry, which successfully resisted the bombardment of the British fleet in 1814. This fort is at present merely used as a garrison for one or two companies of Flying Artillery. The guns are almost all dismantled, but the bastions are kept in good repair, and a very short time only would be necessary to put the whole in a condition to resist an attack. It is now provided with bomb-proof

chambers or vaults, and furnaces for heating shot. The Fort is built at the extremity of a peninsula, on one side of which is the harbor and on the other the Patapsco River. The entrance to the harbor commanded by the Fort is about half a mile wide. Visitors are allowed to enter the Fort and examine the interior. It is about three miles distant from the centre of the city. On the point opposite the Fort is the Lazaretto, and a light-house.


Returning by the straight road towards the city, there is nothing of interest to attract attention, and we fear the distance the visitor has travelled will render him but little desirous of going out of a direct course homewards.





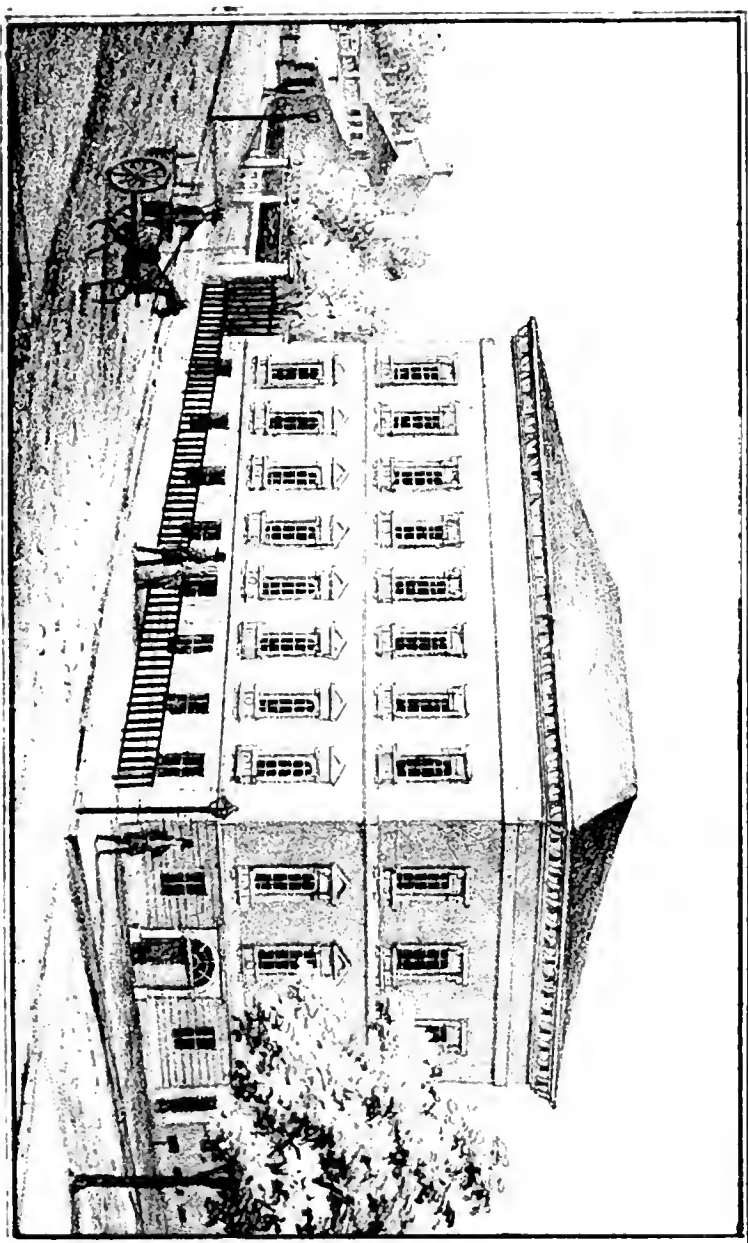
EUTAW HOUSE.

Walk No. 5.

HE walk we now propose may not prove uninteresting, although there are not many very striking objects to which the stranger's attention may be directed. Proceeding up Baltimore street, the elegant and well kept hotel called the Eutaw House, will elicit the admiration of the stranger, by its large size and plain, but elegant appearance. Passing this, and keeping still further to the west some five or six squares, he will see Franklin Square, a highly respectable neighborhood, containing some very neat dwellings, and rapidly improving. A short distance to the north is a very handsome building, almost completed, designed for the Widows' Asylum. Three or four squares south of this point is Mount Clare, the outer Depot of the Baltimore and Ohio Rail Road, where the steam locomotives are attached to the cars. The markets for cattle, hogs and sheep, brought to the city for sale, from Vir-

ginia and the adjacent country, are also in this neighborhood. South of Franklin Square there is another, termed Union Square, which has been planted with trees, and has a very handsome superstructure erected over the fountain.


Returning, it would be proper to pass near the Eutaw House, and inquire for Lexington street, which leads to a very large Market House, occupied on Tuesday and Friday mornings. Passing down Lexington to Howard street, and turning to the north, the visitor will find himself in the neighborhood of the Washington Monument. It is likely he will take some pleasure in looking at many private residences that have not before caught his eye. He should then pass along Howard street to Saratoga street, down which he may turn and see St. Alphonsus' Church, at the corner of Saratoga and Park streets. Further along is Calvert Hall, a benevolent Catholic Institution, under the charge of the Brothers of the Christian Schools, devoted to the education of youth; and then St. Paul's Church (Protestant Episcopal) at the corner of Charles and Saratoga street. Further down Saratoga street is the Athenæum, a very pretty building, in which are the rooms of the Balti-



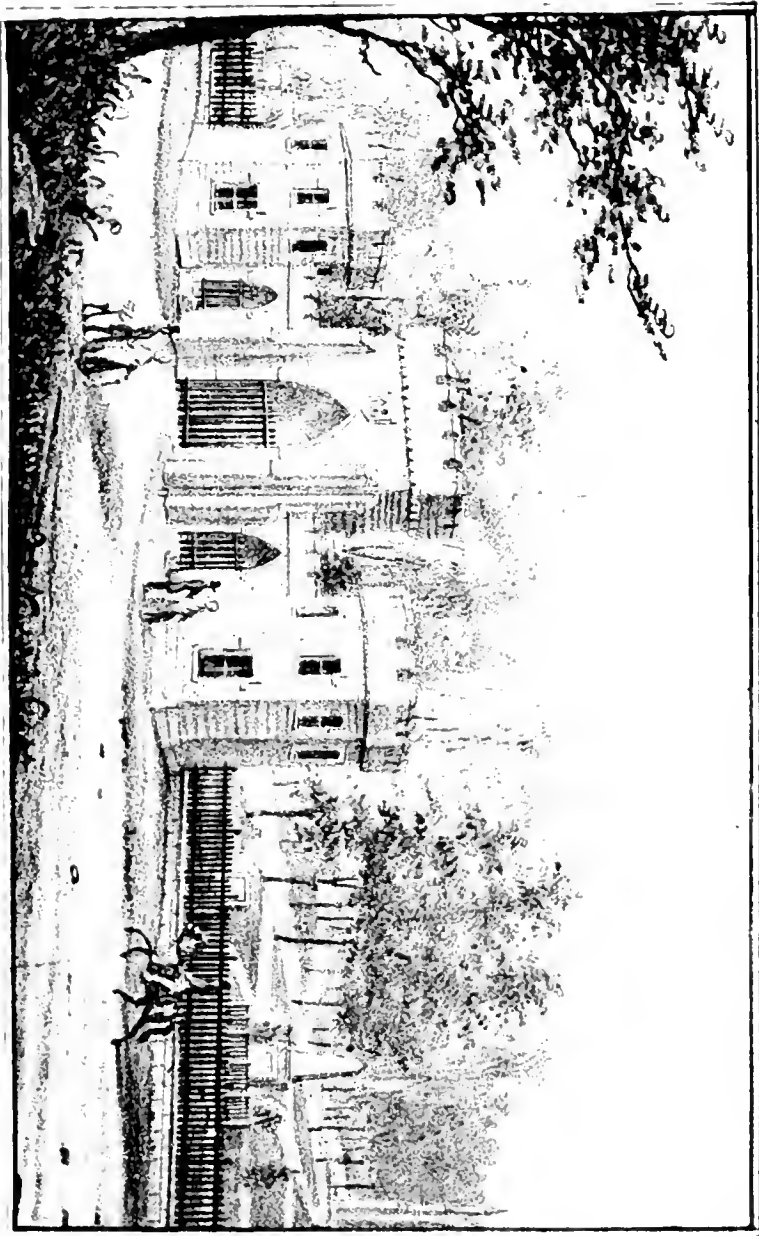
more Library and the Young Men's Mercantile Library Association; and also the rooms of the Maryland Historical Society, in connection with which is a large Hall, lighted from the ceiling, and designed as a Gallery for Paintings. The next street below is North Calvert street.



Walk No. 6.

HE visiter has now passed over so much ground, that we fear he will have but little inclination to go much further. If, however, he should happen to be of that class frequently met with, who are never satisfied until there is nothing left unseen, we recommend him to visit the Baltimore Cemetery. He should proceed to North Gay street, and then follow that street its whole length, taking the right hand street where it forks at the Independent Engine House, and leads to the Bel Air road. Passing along he will see, soon after he leaves the pavement, several burial grounds, one of which is surrounded by a high stone wall, belonging to the Second Presbyterian Church Congregation. Away off to the right, is the Washington Medical College and Hospital, a large brick building surmounted with turrets, and a flag flying over that part used by the sick and disabled seamen of the U. S. Navy—

ENTRANCE TO BALTIMORE CEMETERY.



for sailors are never content unless the stars and stripes float over their heads. The large brick building with three cupolas is the Maryland Hospital, where insane persons are successfully treated. Proceeding onward, the visiter will find himself on a *plank road*, laid down by the owners of the Cemetery, from the city pavement to their grounds, about a mile and a half distant. This burial place does not possess the natural advantages of Green Mount, but it will probably rival it in beauty in the course of time. It was commenced in the latter part of the year 1849.

A mile or so beyond this (the road being designated by finger boards) is Clairmont Nursery, a very extensive establishment for the cultivation and sale of choice fruit trees, shrubs and flowers. A little beyond the Cemetery on the Bel Air road is the Jews' burial ground, enclosed by a board fence. The keeper of this cemetery is so annoyed by mischievous boys, that we doubt whether he will even permit any one to look over the fence, if he can prevent it. The inscriptions on the tomb-stones are generally in Hebrew. It is not true that the custom here is to bury the dead with the face downward. The only care is to lay the body due east and west.

The visiter need not return by the Bel Air road. He may take the road leading towards Clairmont Nursery, and continue a southerly course along what is termed Loney's Lane, which will lead him into the Philadelphia Turnpike, at a point about a mile and a half from the city. Returning towards the city by the turnpike he will find, when he reaches the brow of the hill that enables him to see the city, the remains of the long line of entrenchments or breast-works thrown up in 1814, for the defence of the city. It crosses the road at right angles. After the battle of North Point, and the death of General Ross, the command of the British troops devolved upon Colonel Brooke, who pushed his men under cover of a dark night to a short distance from this entrenchment, but seeing the line of bristling cannon as soon as day broke, and the preparations made to repel an attack, he prudently retired to his shipping without making a further demonstration.


A short distance south of where the breast-work crosses the road, is an enclosed square of ground, presented to the city by the late William Patterson, for a Public Walk. This square embraces the battery commanded by Commodore Rogers, on whose brave and well

tried men the greatest reliance was placed, inasmuch as they were accustomed to the smell of gun-powder. The city authorities have shamefully neglected this generous donation, but it will not be long before the rapidly improving neighborhood will require them to put the grounds in proper condition.

From this point a good view can be obtained of "Canton." The Canton Company's Lands extend along the shore of the harbor beyond the Lazaretto, and include several thousand acres, a portion of which is still in wood. The rail road to Philadelphia passes through them, and the water at the wharves is deep enough for the largest ships. The Canton Race Course may also be seen from this elevated point.

Returning, the best route is by the Philadelphia road, which is a continuation of East Baltimore street. After passing Broadway, the stranger may pause at the corner of Bond street, and take one of the omnibuses, which pass every five or ten minutes, and which will convey him directly up Baltimore street.

Excursion No. 1.

HERE are some pleasant places of resort in the neighborhood of Baltimore to which we shall briefly allude. They present, however, but few attractions except for those who have time hanging heavily on their hands.

Those who do not intend to pay a regular visit to Washington City, should, if possible, make an excursion to that city for a single day—that is, to leave Baltimore in either of the morning trains (six or nine o'clock) and return in the evening, leaving at five o'clock. Time of running, two hours. Leaving the City Hotel, walk down South Calvert street to the wharf, turn to the right in Pratt street, and follow the rail road a couple of squares until you reach the Baltimore and Ohio rail road depot. Purchase your ticket at the office, (\$1.80) and take a seat in the *red* cars. When the time of starting arrives, horses convey the cars to Mount Clare Depot, where the

locomotive is attached. There is very little to arrest attention on the road, except it be the barrenness of the country, and the sugar-loaf pine trees, which appear to persons who have never before seen them, to be trimmed by hand to their regular conical shape.

The immense mounds of earth that are seen at a distance, soon after leaving the city, are the result of excavations for iron ore—called ore-banks—with which mineral this region abounds. The cars stop for water at the Relay House, which is the first station.

Immediately after passing the Relay House, the Washington Branch rail road crosses the main stem of the Baltimore and Ohio rail road, leading to Cumberland. At this point the road passes over the Thomas Viaduct, one of the most remarkable bridges in the world. This bridge is built of rough granite, procured in the neighborhood, and is 66 feet high from the water, supported by eight arches. A good idea of its elevation may be formed by looking down at the five story flouring mill near the farthest end, on the right hand. The traveller must be quick, as the cars pass very rapidly over. What renders this viaduct remarkable is the fact that it is *curved* to suit the bend of the road.

Immediately after passing the bridge the village of Elk Ridge Landing is seen on the left hand, where the rail road crosses the turnpike.

The Annapolis Junction is another stopping place, where passengers take the cars for Annapolis, the seat of government of Maryland.

A few miles further on is the village of Laurel, where there are large cotton factories and a large machine shop. Laurel farm is on the right hand, a part of it, binding on the rail road, being enclosed with a well made iron wire fence.

The next watering place is Beltsville, and the next Bladensburg, near which the battle was fought in 1814, previous to the burning of the City of Washington. Before reaching Bladensburg the cars pass "Cloverdale," the elegant farm of Charles B. Calvert, Esquire. Soon after leaving this, the lofty dome of the Capitol at Washington meets the eye.

In many places along the road the traveller will, in the proper season, see fields of tobacco, which he will in all probability mistake for the herb called *mullein*.

Besides the regular watering places on the road, the cars stop for passengers at the following points:

<i>Stopping Places.</i>	<i>Miles.</i>	<i>From Balto.</i>	<i>From Wash.</i>
Baltimore.....	0	0	40
Relay House	9	9	31
Elk Ridge Landing..	1	10	30
Jessup's Cut.....	5	15	25
Annapolis Junction..	3	18	22
Savage Factory.....	2	20	20
Laurel Factory.....	1	21	19
White Oak Bottom..	4	25	15
Beltsville.....	3	28	12
Paint Branch	2	30	10
Bladensburg	3	33	7
Washington	7	40	0

If the traveller designs to stay in Washington over night, his first care will be to secure lodgings and dispose of his trunk. He will find the best hotels on Pennsylvania Avenue, within a few squares of the rail road depot. If he contemplates a return to Baltimore the same day, of course this will not be necessary, and he will at once direct his steps to the Capitol.* This building is free to visitors,

* For more detailed instructions regarding the best method of proceeding, the traveller is referred to a very neat little volume entitled "*ETIQUETTE AT WASHINGTON*," which will afford him a useful insight into the forms and usages of polite society there. It also contains a description of the public places. The work is published by John Murphy & Co., Baltimore.

and his first care will be to examine the paintings in the Rotundo. He will then inquire of one of the superintendents of the building, who are generally seated near the doors, the way to the galleries of the House of Representatives and Senate Chamber. If he desires to ascend to the top of the dome, one of the persons in charge will conduct him thither. From this elevated point he will have a most beautiful panoramic view of the country. After this he may visit the Patent Office, in which there are many curious and interesting objects. Then he may prolong his walk to the Treasury building, the President's House, Washington Monument, Smithsonian Institute, &c. &c. He may dine at one of the restaurants, or at a hotel—the former is preferable, as it will take less time, and he may dine at any hour he pleases. The cars for Baltimore leave punctually at the hour designated in the newspapers.

If the traveller designs to stay several days at Washington, he may make an excursion to Georgetown, two miles distant, by omnibus, and visit Alexandria, by steamboat. At Alexandria a hack may be procured to convey him to Mount Vernon and the tomb of Washington.


Excursion No. 2.

A PART of a day may be spent very pleasantly in a visit to the village of Ellicott's Mills, distant 13 miles from Baltimore on the Baltimore and Ohio rail road. He will take the cars at the depot in Pratt street, being careful to avoid the *red* cars, and he will be conveyed as before to the Relay House, nine miles from Baltimore. Here, having taken in water, the cars cross the Washington Branch, and pass up the picturesque valley of the Patapsco river four miles, stopping in front of the tavern at Ellicott's Mills. This is a thriving village, very romantically situated, and will call into play all his powers of locomotion in clambering the hills. The country around is well cultivated, the soil being red or chocolate loam, which is considered admirably adapted for wheat and other grain. Large cotton factories, flour mills, granite quarries, &c. are in this neighborhood.

Excursion No. 3.

A VERY pleasant trip may be made to the Relay House on the Baltimore and Ohio rail road, nine miles from Baltimore, to reach which the traveller may avail himself of the departure of any of the passenger trains, as they all stop at this place for water. The hotel at this place is extremely well kept, and a visit to the bridge over the Patapsco river, briefly described on page 47, the large iron works in the vicinity, and the village of Elk Ridge Landing, will give him an appetite for the excellent dinner always provided at the Relay House. About two miles from the Relay House is Wartman's Sulphur Spring, where a hotel is kept. On the road to this place a magnificent view of the City of Baltimore is obtained, which will greatly surprise him. The city appears to lie almost at his feet, and so close that he will almost think he could strike the shot-tower with a stone. From some points, with a good telescope, persons can recognise their friends in the streets. There are several boarding houses in this pleasant neighborhood, where families spend the summer months.


Excursion No. 4.

HE Baltimore and Susquehanna rail road passes up the valley of Jones' Falls, and runs through a beautiful and well cultivated, though very hilly region of country. A stranger in Baltimore may make a very pleasant excursion up this road, branching off at the Relay House, six miles from the city, on the rail road to Green Spring. At the Relay he will take the horse cars to Green Spring, some seven or eight miles distant, passing through a beautiful country. At Green Spring, which is the source of Jones' Falls, there is a large and exceedingly well kept hotel. In the proper season partridges, squirrels, and other game may be hunted in the vicinity. Trout are also found in the neighboring rivulets.

Excursion No. 5.

ANOTHER excursion may be made on this road, by purchasing tickets for Cockeysville, about 15 miles from Baltimore on the main road. At Cockeysville is a comfortable hotel, where the visiter will be kindly treated, but the patronage of this house is not sufficient to justify the proprietor in keeping a very good table. The truth is that in this neighborhood the people are, as is mostly the case in Maryland, very hospitable, and visitors mostly spend their time with some acquaintances near by. About a mile below Cockeysville is the village of Texas, where there are numerous quarries of excellent marble, and very extensive lime kilns. A short distance above the village are a large iron foundry, cotton factory, distillery, &c. This is a celebrated region for Trout fishing. Inquire for the stream termed the Beaver Dams.

Various Excursions.

F the traveller should desire a longer excursion than those we have mentioned, he may take the cars of the Baltimore and Susquehanna rail road and go to the borough of York, in Pennsylvania, fifty miles distant, and return the same day at six P. M., or he may wait for the express train, and return at a later hour. Returning in the regular train, he will have about three hours in York. If he waits for the express, he will have six hours there.

By taking the express train from Baltimore to York, he connects with the cars of the York and Cumberland rail road to Harrisburg, the capital of Pennsylvania, 24 miles from York, and he can return the same day to Baltimore, reaching the latter late in the evening. He will have about four hours to spend in Harrisburg.

A branch rail road is also in course of construction from a point on the Baltimore and

Susquehanna rail road to the town of Westminster, and another to the town of Hanover. The cars on these roads will run in connection with the cars on the Baltimore and Susquehanna rail road, so that a visit may be made to either place from Baltimore and return the same day. Reference should always be had to the advertisements in the daily papers.

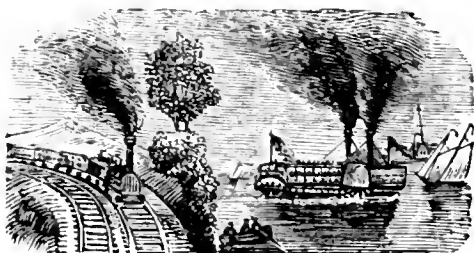
By taking the cars on the Baltimore and Ohio rail road, a visit may be made to the thriving town of Frederick, and return the same day.

Those who desire to view the romantic scenery at Harper's Ferry, can do so by taking the cars of the Baltimore and Ohio rail road. The scenery at this place is described by Mr. Jefferson as worth a voyage across the Atlantic. This place is eighty miles from Baltimore, and about half way between that city and Cumberland. In order to allow time for climbing the mountain, visiting the United States armories and manufactories of fire arms, &c., it will be necessary to go up one day and return the next. There are good accommodations at the village of Harper's Ferry.


A trip to the flourishing town of Havre de Grace may be made on the Philadelphia and Baltimore rail road, but as the day trains meet

at that point, two days will be required to visit it, unless the visiter will consent to return by the train which passes there after midnight.

For a more complete notice of this road, the reader is referred to a little work published by Messrs. J. Murphy & Co., Baltimore, entitled "A minute description of the Philadelphia and Baltimore rail road—also, a detailed account of the various modes of Duck Shooting, &c., as now practised on the waters of the Chesapeake Bay."



Rides, Drives, &c.

HE visiter will find it a very pleasant ride or drive to the village of Kingsville, about four miles from Baltimore on the Philadelphia turnpike—leading directly out East Baltimore street.

Another pleasant drive, on a warm summer evening, is to the Lower House at Canton. The road, for a great part of the way, is along the shore of the Patapsco, and the tavern house is on the bank of the river. There is always a fine sea-breeze stirring. Distance about three miles.

The village of Govanstown is a place of much resort—four miles from Baltimore. It is on the York turnpike, which passes the gate of Green Mount Cemetery. The road is kept in good condition, and the sun is always on the side, as the road runs nearly north and south. The route may be varied in returning by crossing over to the Falls

turnpike, two miles, and then about three miles to Baltimore.

A very delightful ride is to the village of Franklin, five miles from Baltimore, by a good turnpike. The road is shady, and the scenery interesting. The Baltimore Alms House, a very large and imposing building, is seen by the way. Near it is the site designated for the House of Refuge for juvenile delinquents.

Instead of retracing the road over which he has just passed, the visiter may return by an interesting and very pleasant, though a little longer route. By taking a road leading from the village of Franklin in a south-west direction, (and which will be indicated by any person passing by,) he will reach the old Frederick road, about five miles from Baltimore. He will here find himself in the immediate vicinity of Mount de Sales, the new Convent of the Visitation. It is a handsome and imposing four story building, erected by the Sisters of the Visitation at Georgetown, for a young ladies' boarding school. About one hundred acres of land, enclosed with a substantial wall, are attached to this establishment.


A little further on is St. Timothy's Hall, a large and flourishing seminary of learning,

attached to which is St. Timothy's Church, a Protestant Episcopal establishment, under the supervision of the Bishop of Maryland.

Returning by the old Frederick road, the visiter will pass several beautiful country seats owned by opulent gentlemen. This road falls into the Frederick turnpike, three miles from the city. The turnpike is a continuation of West Baltimore street.



Concluding Remarks.

T is to the admirable geographical position of the City of Baltimore that it owes its present prosperity. In the year 1752, about a century ago, it contained only nine houses, and its progress ever since that period has been regular and steady, until it attained its present important position as the third city of the Union in point of population. It is situated at the head of one of the finest bays in the world, the navigation of which is very safe, and it receives the trade of a large region of country, of which it is the natural outlet. The productions of the fertile regions through which the Susquehanna river flows, should, properly speaking, find a market in Baltimore, and much of it does reach this city by means of the Tide Water Canal and the Baltimore and Susquehanna Rail Road. From the termination of this latter work at the town of York, in the State of Pennsylvania, other rail roads extend northwardly and westwardly, and the time is near at hand when the further extension of

these works will give us a direct communication with the town of Erie on the great northern Lakes. By this route the distance from Baltimore to Erie will be shorter than the distance from Buffalo to New York; and it is not at all improbable that much of the trade of the Great Lakes, which is now enormously large, and which is annually increasing, will find its way to tide water by this route. Baltimore will, without doubt, be a large participant in this trade, which, with the trade naturally growing out of the improvements made in Western Pennsylvania, the opening of new coal mines, the facilities afforded for transporting lumber and a thousand other articles, will insure her gradually increasing prosperity for years to come. The great avenue from which Baltimore expects to derive her greatest benefit—speedily, promptly and largely—is the Baltimore and Ohio rail road, now completed to Piedmont, a point 30 miles west of Cumberland. This road is in course of rapid construction from that point to the city of Wheeling on the Ohio river, and to the town of Parkersburg, or some point near it, where there is a sufficiency of water for steamboat navigation at all seasons. At Cumberland there is an imperfect connection with Pitts-

burg, by means of the turnpike, and a slack water navigation. It will not be long before the communication between the two places is perfect. Until that time, however, as soon as the Central Rail Road, now in course of construction by the city of Philadelphia, is completed, goods can be sent on that road from Pittsburg to Harrisburg, and thence to Baltimore, some thirty miles nearer to that point than Philadelphia. A rail road is now in contemplation, extending from a point on the Baltimore and Susquehanna rail road to the town of Westminster, and another to the town of Hanover, both lying in the midst of very fertile regions of country, the people of which will not be satisfied until the roads are extended much further into the interior. It is true these are small matters compared with the Northern and Western chains of improvement, but they go far to swell the aggregate of trade that will centre in Baltimore.

The Commerce of Baltimore has of course kept pace with her prosperity in other particulars. The harbor is easy of access, and packet lines, both by sailing and steam vessels, afford prompt communication with all the cities and towns on the coast. Her trade with the southern cities has always been con-

siderable, and its increase during the fall and winter of 1850-51, was quite large. Regular packets run to Liverpool, and a great many vessels are employed in the trade between Baltimore and South America, including both the Eastern and Western coasts. The banking capital of the city is about \$8,000,000. The number of incorporated Banks is twelve, besides two private Banks, and three or four Savings Institutions.

The vicinity of Baltimore abounds with water power, which is principally applied to flouring mills and cotton factories.

The quantity of grain brought to this city and sold in 1850, was as follows:—Wheat, 2,275,000 bushels; Corn, 3,250,000 bushels; Oats, 600,000 bushels; besides Rye, Peas and Beans. There are also many distilleries, the products of which find a market in Baltimore.

Nearly the whole of Maryland, and particularly the neighborhood of Baltimore, is underlaid with iron ore of superior quality, very near the surface. This is manufactured by many forges and furnaces throughout the State, which give employment to a large number of workmen. Cotton Factories are also numerous in the neighborhood of Baltimore, and Flour Mills are scattered over the country

wherever the streams afford a sufficient head of water. The total quantity of flour manufactured in the vicinity of Baltimore in the year 1850 was, in round numbers, nearly 300,000 barrels, while the whole quantity inspected in the city during the same year, (including the above,) was within a fraction of 900,000 barrels.

The quantity of Tobacco inspected in Baltimore during the year 1850 was 41,833 hhds. Of this quantity 27,000 were the growth of the State. An average crop of Maryland Tobacco is usually set down at 30,000 hhds.

The climate of Maryland is very mild, the cold in winter being seldom excessive, and the heat of summer, with the exception of a few days in July and August, quite endurable. Snow seldom lies long enough on the ground to admit of sleighing—perhaps two or three days, once or twice a season, are all that can be calculated on. In the winter of 1850-51 there was not one day that afforded this amusement. It is supposed that when the Baltimore and Ohio Rail Road is completed, large quantities of Western Tobacco will be sent to the eastern markets through Baltimore, in preference to sending it by way of New Orleans, where the climate is very deleterious to this com-

modity. Besides the rapidity of transit—for time is money—this article will at once reach a market where the sales now average nearly a thousand hogsheads per week, the year round, and where the judicious State inspection laws impose small charges compared with those of other cities—to say nothing of the advantages of climate.

The completion of the Baltimore and Ohio Rail Road, owing to the rapidity of transportation by it, will open a return trade with the West, which will undoubtedly be of vast importance to the city, and which is now carried on only to a limited extent. We allude to the business of supplying the Western cities with Chesapeake Oysters. This valuable shell fish, so greatly esteemed at home and abroad, can be produced *ad libitum*, in all the waters of the Chesapeake Bay. By being planted—that is, by taking small oysters from the deep water and laying them out in coves—they will in two years attain a very large size. The ground needs no preparation, nor do they require any other labor than that of laying them down and gathering them up. They can be brought to the city in small steamboats in a few hours after being gathered, packed in barrels, and transported to the West in a shorter

time than is now consumed in bringing them to Baltimore by sail vessels. The operation of planting can be done at any season, the crop is not affected by any weather, and the demand is inexhaustible. There is no doubt that the value of shores suitable for oyster beds will greatly increase in a few years, and that the trade in this article will become of very great importance both to the Bay farmers, and to the city, giving employment to a very large number of persons.

With regard to the cost of living in Baltimore, we can only say that many persons who have travelled much affirm that with a moderate income, a family can procure better food, and in far greater variety than in almost any city in the world. This may perhaps be considered a hazardous assertion, but we incline to the opinion that it is very near the truth. A visit to the markets of Baltimore will verify the declaration. Beef and mutton, of a quality and in an abundance not often found in the other cities of the Union, are comparatively cheap. Poultry is dearer than in the Western towns, but less costly than in the Eastern cities. Vegetables are abundant and low; and fruits, in season, exceedingly cheap. In the spring, shad are in market be-

fore our Eastern neighbors think of them, and as the summer advances, hard and soft crabs—luxuries peculiar to the Chesapeake—may be had at reasonable prices. In the fall and winter wild ducks are plenty, and sold at moderate rates.

In regard to the health of Baltimore, we can only say that the bills of mortality will compare favorably with those of any other city in the United States. When the cholera afflicted this country in 1832, the number of cases and deaths was not greater in proportion to the population than that of the other cities on the sea-board. In 1849, when numerous deaths from Cholera occurred in New York, Philadelphia, and in nearly all the cities in the South and West, Baltimore was entirely exempt from the disease.

In 1849 the number of interments in Baltimore was 4,576, of which 668 died from consumption, and 170 from old age. In 1850 the interments were 4,625, of which 581 died from consumption, and 140 from old age. We have not the data by which to form a comparison with the mortality in other cities.

In the foregoing pages we have endeavored to give the Stranger in Baltimore a brief description of the most prominent objects in

and around the city. It is necessarily brief, as we desired to say but little more than he could obtain from a friend, well informed of the localities; and he might and most probably would be tired of a more minute detail. Of the people of Baltimore we have not spoken—we prefer to let him form his own opinion of them, after he has had sufficient opportunities of intercourse to study their habits and become acquainted with their motives. We do not hesitate to say, however, that there are some—nay, a great many—high-minded and honorable men, both in business and in social intercourse; nor do we deny that there are some who are quite the reverse. The intelligent stranger will soon be at no loss to discriminate between them, and if he himself be just and honorable, we venture the assertion, without fear of contradiction, that these qualities will not be found wanting in the great mass of the people. In Baltimore, as in most cities which are more or less influenced by their connection with the people of the south, a kind and hospitable feeling is always manifested towards strangers. We trust the visiter may experience this, and we have no fear in leaving him in the hands of the right kind of people—the true Baltimoreans.

Appendix.

MARYLAND STATE AGRICULTURAL SOCIETY'S GROUNDS.—Since the foregoing pages were prepared, a number of gentlemen of Baltimore made up a subscription, and purchased a large lot just beyond the northern city limits for the use of the Maryland State Agricultural Society, during the time of holding the Annual Fair. The Society is to have the exclusive use of this lot for the period of ten years, at which time it will, if desired, revert to the purchasers with all the improvements made upon it, and all the advantages growing out of its use. This lot contains about twenty acres of ground, is nearly level, and has a fine grove of trees on one side. It is entirely enclosed with a board fence, and contains all the necessary buildings, stalls, &c. &c. for the accommodation of the numerous matters and things exhibited during the Fair. This lot is about two miles from Barnum's, and may be most easily approached

by Charles street, which leads directly to its gate, and which, if continued, as it will be at no distant day, will pass diagonally through the grounds. At the last Fair the number of visitors amounted to about twenty-five thousand.

CONTEMPLATED AVENUES.—A scheme which will require years for its completion, is now in contemplation, and the initiatory steps have already been taken to carry it out. It is to open wide avenues on the eastern, northern and western boundaries of the city. In laying out the city some years ago, the commissioners designated these avenues to be of the width of one hundred feet. It is now proposed to increase their width to not less than 250 or 300 feet, and plant them with several rows of trees, their whole length. When completed, either wholly or in part, the avenues will form a most agreeable drive in fine weather. Their whole length will be about twelve miles. As the property binding on and near them will be greatly enhanced by the improvement, it is quite probable this beautiful project will be speedily commenced.

MOUNT OLIVET CEMETERY is situated on the Frederick Turnpike, a short distance beyond the first turnpike gate, about two miles from the city. It was originally commenced by the members of the Methodist Church, but the sale of lots is not confined to any particular denomination.

THE WESTERN CEMETERY is on a lane leading from the Frederick turnpike, about two miles and a half from the city. There are numerous interments in both these places.

On Madison street extended there is a large lot of ground enclosed for a new **CEMETERY**, but the owner or owners have not yet made any public announcement of it.

A CEMETERY FOR COLORED PEOPLE has lately been opened on the Bel Air road, within the limits of the city.

The building mentioned in Walk No. 5, as the **Widows' Asylum**, is properly named the **AGED WIDOWS' HOME**. This truly commendable charitable institution has gone into active operation, and is supported by public contributions. Aged women, of good cha-

racter, are received into this comfortable building, on the payment of a small sum, and are taken care of during the remainder of their lives. None are received under sixty years of age, except under peculiar circumstances.

THE HOUSE OF REFUGE FOR JUVENILE DELINQUENTS has been commenced. As the funds necessary for its erection have all been subscribed, the building will no doubt soon be completed. This edifice is situated near the Frederick turnpike, about two miles from the city.



Churches in Baltimore.

THE following list comprises, we believe, all the Churches in the City of Baltimore. The denominations are in alphabetical order:

BAPTIST.

- First Baptist, corner Sharp and Lombard sts.
Second “ Canton avenue, east of Broadway.
Third “ Calvert, near Saratoga street.
Fourth “ High, north of Fayette street.
Seventh “ corner Paca and Saratoga sts.

CATHOLIC.

- Cathedral, corner Cathedral & Mulberry sts.
St. Patrick's, corner Broadway and Bank st.
St. Alphonsus', German, corner Park and Saratoga streets.
St. James', Aisquith, south of Eager street.
St. Michael's, German, Pratt st., Fell's Point.
St. Joseph's, corner Barre and Howard sts.

St. Vincent de Paul, Front, north of Fayette street.

St. Peter's, corner Poppleton and Hollins sts.

Immaculate Conception, cor. Ross & Mosher.

St. Mary's Chapel, Pennsylvania avenue.

Carmelite, Aisquith, south of Orleans street.

Chapel of Visitation, corner Park & Centre sts.

Mount Hope Institution.

St. Joseph's, near Balt., on the Bel Air road.

CHRISTIAN CHURCHES.

Corner Paca and Lombard streets, and North street, near Lexington street.

EVANGELICAL ASSOCIATION.

First Evangelical Church, corner Eutaw and Camden streets.

Second do. corner McElderry and Short sts

F R I E N D S .

Orthodox, corner Courtland and Saratoga sts.

Fayette street, corner Aisquith & Fayette sts.

Lombard street, Lombard st., east of Eutaw.

GERMAN REFORMED.

First, Second street, west of Gay.

Second, corner Paca and Saratoga streets.

Third, Calvert street, north of Lexington.

JEWISH SYNAGOGUES.

First, corner Lloyd and Watson streets.

Second, Eden, north of Pratt street.

Third, High, north of Fayette street.

LUTHERAN.

First English, Lexington, west of Park street.

Second “ Lombard, west of Green street.

Luther Chapel, Monument, near Aisquith st.

English Evangelical, Chesapeake st., Canton.

Trinity, German, Trinity, east of High st.

Second “ corner Holliday and Saratoga streets.

Biddle street, German, Biddle street, west of Pennsylvania avenue.

Zion, Independent German, Gay, north of Fayette street.

United Brethren, German, Conway, east of Sharp street.

———, German, corner Hanover and Hamburg streets.

METHODIST EPISCOPAL.

Light street, corner Light street & Wine alley.

Eutaw “ Eutaw, north of Mulberry street.

Wesley Chapel, corner Sharp and Barre sts.

Exeter street, Exeter, south of Gay street.

Monument street, corner Monument and Stirling streets.

Harford Avenue, corner Harford avenue and Biddle street.

Broadway, Broadway, south of Pratt street.

Eastern Avenue, Eastern avenue, east of Bond street.

Fell's Point Chapel, corner Eastern avenue and Star alley.

Caroline street, Caroline, south of Balt. st.

Jefferson street Chapel, Jefferson, west of Caroline street.

Lombard street Chapel, Lombard, east of Washington street.

Fayette street, Fayette, east of Fremont st.

Franklin street Chapel, Franklin, west of Fremont street.

Republican street Chapel, Republican, south of Baltimore street.

William street, corner William and Little Church streets.

Whatcoat Chapel, junction Fremont street and Pennsylvania avenue.

Emory Chapel, Pennsylvania avenue, north of Hoffman street.

High street, corner High and Stiles streets.

Charles street, corner Charles and Fayette streets.

Columbia street, Columbia, east of Fremont street.

Poppleton street Chapel, Poppleton, north of Columbia street.

Spring Garden Chapel, corner Eutaw and Henrietta streets.

Strawbridge, corner Biddle and Garden sts.

Falls Chapel, Lanvale Factory.

Canton Chapel, Clinton, north of Boston st.

German Missionary, Ann street, south of Eastern avenue.

Western, corner Pennsylvania avenue and Mosher street.

Seamen's Bethel, corner Alice Anna & Bethel streets.

Bethel Ship William Penn, Light street wharf.

METHODIST PROTESTANT.

West Baltimore, corner Lombard and Green streets.

East Baltimore, corner Aisquith and Fayette streets.

St. John's, Independent, Liberty, north of Fayette street.

PROTESTANT EPISCOPAL.

St. Paul's, corner Charles and Saratoga sts.
 St. Peter's, corner Sharp and German sts.
 Christ Church, corner Gay and Fayette sts.
 Grace Church, corner Park and Monument
 streets.
 St. Andrew's, High, north of Lombard st.
 Church of Ascension, Lexington, east of Pine
 street.
 Mount Calvary, corner Eutaw and Madison
 streets.
 St. Mark's, Lombard, west of Fremont st.
 Trinity, Bank, east of Bond street.
 Cranmer Chapel, Mulliken, east of Eden st.
 St. Stephen's, Lee, east of Sharp street.
 St. Luke's, Hollins, near Oregon street.
 Church of the Redemption, corner Bond and
 Lombard streets.

PRESBYTERIAN.

First, corner Fayette and North streets.
 Second, corner Baltimore and Lloyd streets.
 Third, Eutaw, south of Mulberry street.
 Fourth, Baltimore, west of Fremont street.
 Fifth, Hanover, south of Lombard street.
 Aisquith street, Aisquith, cor. of Edward st.

Broadway Chapel, corner Broadway & Gough street.

Franklin street, corner Franklin and Cathedral streets.

Independent, Fayette, west of Charles street.

Associate, Courtland, north of Saratoga st.

UNITARIAN.

First Independent, corner Franklin & Charles streets.

UNIVERSALIST.

Calvert street, corner Calvert and Pleasant sts.

There are, besides the above, five Methodist Protestant, four Episcopal Methodist, one Baptist, and one Catholic Church for colored people.



Advertisements.

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An extensive stock of the above Goods always on hand—which will be sold, *Wholesale or Retail*, as low as any other house in the United States.

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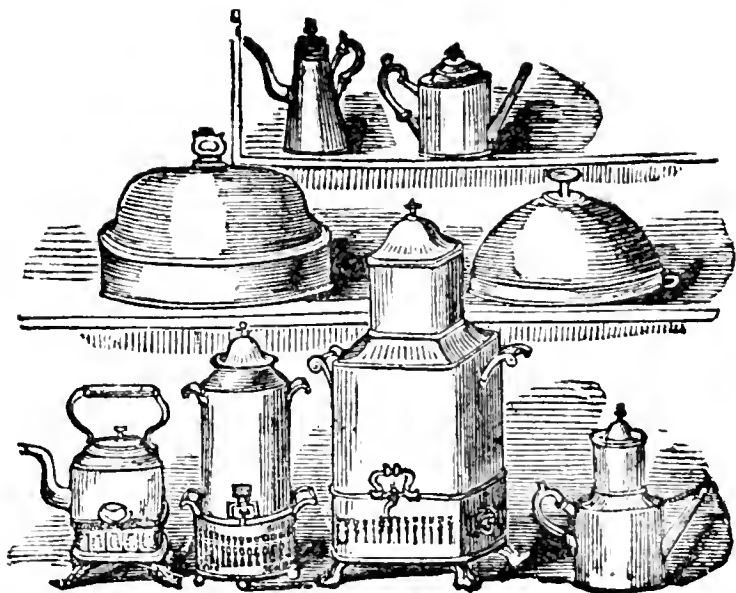
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Country Merchants are particularly invited to examine our
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Wholesale and Retail, Country Merchants are invited to call.**

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
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
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